Africa.

Squadron

Commo A. J. Dallas

Sloop Warren 23. 1831

to

March 20. 1833.

Sloop Peacock,

U. S. Sloop of War "Germantown"
Navy Yard New York
January 23d 1851.

Sir,

I have the honor to request that this Ship may be allowed an additional Chronometer and a Comparing Watch. The ship is supplied with two chronometers, but should accident happen to either, or an irregular rate be given; it would be impracticable, at Sea, to ascertain which one was defective. Hence the necessity of a third one.

Three Chronometers are allowed to a Frigate and I see no reason why a distinction should be made, between that class of vessels and a Sloop of War: The lives of those on board, and the safety of the Ship, are equally important.

In regard to a "Comparing Watch", I would state, that by the Circular of 19th March 1849, none are allowed to Ships below the rate of Frigates. The need of one on board a Sloop of War is believed to be as great, as in a vessel of a larger class. I am informed that numbers of them, are in the hands of the person who is entrusted with their charge; and as no further expense will be incurred

The Honble
William A. Graham
Secretary of the Navy,
Washington.

incurred by the Department in granting this request. I respectfully ask that the Chief of the Bureau of Ordnance & Hydrography may be instructed to comply with it.

I am Sir,
Very respectfully
Your Obd't Serv't.
E. H. Scarlett

Referred to the Bureau
of Ordnance & Hydr.
Navy Dept
Jany 24. 57

Referred

Respectfully
Wm Ches. Nav.
W. D. Porter
Comm.

Jany 23d 57.

L to Jan 24 Hdqrs

U.S. Ship Germantown
April 11th 1851—

Sir

I have the honor to acknowledge the receipt of your order and instructions of the 5th of March 1851, handed to me yesterday by Captain Salter—— The decease of my dear daughter, whose interment took place at Philadelphia on the 7th inst, (where I attended to pay a last tribute to her remains) prevented me from receiving it sooner— The U.S. Ship Germantown is in all respects ready for sea, and I contemplate to sail on Monday the 14th inst in accordance with your instructions — I herewith enclose a copy of the order which I have forwarded to Commander Samuel Barron, Commanding the U.S. Ship John Adams

I am very Respectfully
your Obt Servt
A. Flusser

Hon. William A. Graham
Secretary of the Navy
Washington,
D.C.

(Copy)

H.B.M. Ship Termagant
at Sea Nov 11th
April 11th 1857

When the Red Ship Sans Ami
under Your Command is in all respects ready
for Sea You will proceed to the Island of
Madura and there with My Consort the
Surprise Sailing in Company the Ist Inst
for Batavia & there the Termagant will remain
a Month to refit &c &c during which
a Steam Passage

Lieut Reginald
Commd H.B.M. Ship
Red Sans Ami
at Sea

Edmund Edmonstone Barrington
Commdr & Senior Officer
Surprise
&c

10

Ltr. Stans.

Copied 11/57.

Transmitted by Brooks.
W. B. Shubrick
Comdr.

Ltr April 12 Stan

U. S. Ship Germantown
Harbor of Porto Praya
May 20th 1857.

Sir

I herewith enclose a Medical Survey in the case of W. A. Christian late Purser of this Ship, who returns to the United States in the U. S. Ship Portsmouth, with orders to report to the Department — I have appointed my Secretary, Mr R. W. Cushman, to take charge of the books, papers, money, and Public Stores, in the Purser's department, and perform the duty, until a Purser may arrive, or if there should be no one sent, to take the place of Purser Christian, to appoint the Senior Purser of the Station to perform the duties

I am very respectfully
your Obt Servt
C. K. Garrison
Commanding African Squadron

Honorable William A. Graham
Secretary of the Navy
Washington
D. C.

Duplicate

U.S. Ship "Germantown"
Porto Praya
May 19th 1851

Sir,

In compliance with the annexed order We have held a careful Survey on Purser Wm A. Christian of this Ship, and report, that we find him affected with Chronic derangement of the liver, and Dyspepsia, accompanied with general debility and Emaciation.

In our opinion he is unfit for duty, particularly on this Station, as the climate is unsuited to his case.

We therefore, recommend his return to the United States.

We have the honor to be
Very respectfully
Your obt Servts
Wm Johnson
Fleet Surgeon
Wm H Pattison
Fleet Surgeon

Commodore
A. H. Gregory
Commanding
African Squadron

J. B. Rowlee
Passed Asst. Surgeon

U.S.S. Savannah off
Cape Palmas

Copy No 1

U.S. Ship Germantown
Harbor Porto Praya
May 19. 1857

Sir,

I inclose to you herewith a letter from Passed Assistant Surgeon Christian — his health is evidently impaired since leaving the United States — and you be pleased to order a survey in his case, and if condemned permit him to return in the Portsmouth

I am very respectfully
Your obt Servt
Signed. F. H. Lavallette
Capt. & Commanding African Squadron

Commodore F. H. Gregory.
Comdg African Squadron

U.S. Ship Portsmouth
Porto Praya, 19. May 185

Gentlemen.

You will be pleased to hold a Medical Survey, on the case of Passed Assistant Surgeon Christian of the U.S. Ship Germantown, as requested by Commodore Lavallette, and make Report thereof without delay.

I am very Respectfully
Your Mo Obt. Servt
Signed. F. H. Gregory
Commdg Afn. Squadron

To Wm. Johnston. Fleet Surgeon
W. H. Patten — "
J. C. Brownlee Passed Asst. Surgeon

U. S. Ship Germantown
Harbor Porto Praya
May 21st 1851

Sir

The deficiency of Officers of the U. S. Brig Porpoise, rendered it necessary to appoint Acting Master Julius S. Bohm of this ship, an Acting Lieutenant in that vessel: and to fill the situation of Master vacated by him, by the appointment of the next Senior Passed Midshipman on this Station. I have accordingly appointed Passed Midshipman R. M. McLennan, Acting Master of the Germantown, — and Acting Master Julius S. Bohm an Acting Lieut in the Brig.

I am Very Respectfully
Your Obt Servt
C. K. Stribling
Commanding Apican Squadron

Honorable William A Graham
Secretary of the Navy
Washington
D. C.

257
Moore
Ltr Jun 28

Done 30 June 1851.

U.S. Ship Germantown
Bay of Porto Praya
May 22. 1851

Sir

I forward herewith my report for your information, the Chiefs of several General Orders which I have thought it proper to issue to the Commanders of vessels composing the Squadron under my Command. I am Sir

Your Obt. Servt
C.A. Maddox
Commdg Afr. Squad.

Hon. William A. Graham
Secretary of the Navy
Washington D.C

Rec'd June 28 1851

General Order No. 1.

Having been directed by the Secretary of the Navy to assume the command of the Naval Forces of the United States, Stationed on the Coast of Africa, I deem it proper to make known to the Officers, seamen, marines and others thus placed under my orders the principles by which I shall be governed in the discharge of this high trust. ——

To a due preservation of the strictest discipline it is the intention of the Commander in Chief to direct his attention, and to the attainment of this end, he asks and expects the cordial co-operation of all under his command. ——

Discipline being established and the Squadron kept ready in all respects and at all times to maintain the honor of the Flag, it will be a source of pleasure to the Commander in Chief to grant to all under his command, such indulgences as may be consistant with these primary objects. ——

The Act for the better government of the Navy, approved April 23d 1800 is so comprehensive in its provisions, and so clear in its enactments, that a perfect acquaintance with it, cannot fail to impress in the most salutary manner, on every person in the Navy, whatever may be his rank or station, a due sense of his responsibilities — it is expected then, that it will be well understood, and implicitly obeyed.

5. All persons are required to be respectfully, and unhesitatingly obedient to their Superiors, and Superiors are reminded that firmness accompanied by mildness, is always more conducive to discipline. Manliness in any of its forms — All violation of Law will be noticed and punished as the Law itself provides — and I take this early occasion as well in obedience to instructions from the Secretary of the Navy as in expression of my own views, to make known that the crime of duelling is expressly prohibited and will under no circumstances be overlooked.

6. All reports returns and communications from Officers and others of the Squadron, intended for the Secretary of the Navy or for the Commander in Chief, are to be sent unsealed to their immediate Commanders who will forward them to the Commander in Chief with such remarks as he may deem proper, but a Commander when separated from his Commander in Chief, may if the public interest requires, make a direct communication to the Department, sending a copy of his communication, with his reasons for so doing, by the earliest opportunity to the Commander in Chief. —

7. Officers and all other persons attached to the Squadron are expressly forbidden to communicate either directly or through their friends or agents for the public press in the United States, or elsewhere, any information of the movements of the Squadron, or of the discipline or internal police of any Ship thereof — the Navy Department reserves to itself the right of judging of the propriety of giving to the public information relative to the character or conduct of the Squadron, any infringement of that right would be highly disrespectful to the Head of the Department and is hereby prohibited. —

8. Should it become necessary to report Officers or men for illegal or improper conduct, the immediate Commander of the person complained of, will take care that the report (accompanied by explanation of the one complained of) will be made with the formality and precision necessary to enable the Commander in Chief to act upon it promptly and advisedly. —

9. Economy of language and deportment is essential to the dignity of the profession of Arms; it is required on all, not only in their official communications with each other, but in all circumstances and situations, and in their intercourse with every class and description of persons — let it always be remembered that every Officer is in a degree, the representative of his Country, and holds in his keeping a portion of its honor. —

C. S. Stewart

Commanding African Squadron

Commodore J. D. Knight
Commanding United States Ship Constitution
Commodore Pearson
Commanding U.S. Ship Dale
Lieutenant Commanding J. B. Sanders
Commanding Brig Porpoise
Lieutenant Commanding A. Le Roy

General Order No. 2.

1st The crews of the ships of the Squadron are to be exercised at quarters, as frequently as other indispensible duties will permit, and care must be taken to secure from the Officers and men the greatest attention to every particular which may tend to increase their skill and experience in the management of the Cannon, and other arms — The whole of the ships Company are to be taught the use and management of the muskets, and to be encouraged in the use of the broadsword. —

3. All the shot are to be taken from the lockers at least once in six months, and cleaned if necessary and a report made to me of their number and condition. —

4. A report is to be made to me of the quantity of powder on board on the 1st of each month. —

5. The Chain cables are to be examined, and a report made to me once in six months, as by the annexed form marked (A), every link is to be carefully examined —

6. I wish to be by reports of expenditures of stores on board of each vessel of the Squadron, and of the quantities on hand, are to be made to me. —

7. Abstract returns of Officers and others, with reports of deaths, desertions, transfers and discharges, must be made at the close of each month. —

8. Quarterly Reports of Punishments must be made as by Form Annexed (B) —

9. The Quarterly muster and Pay Rolls and all returns and reports which are required by the regulations or general Orders, must be made up as soon as practicable after they are due, and forwarded to me by the first opportunity. —

10. Hammocks when in "Port" are to be serubbed on the 1st and 15th of each month if fair, if not, the next fair days, but if the first or 15th should be Sundays, then on the 2d and 16th if fair, Tuesdays, Thursdays and Saturdays in Summer, and Tuesdays and Fridays in Winter, shall be the general washing days in "Port." no clothes except in wet weather or on general washing days, shall be hoisted up hanging in the rigging after the Colours are hoisted

11 Every ship in the Squadron is directed to follow and in time by the example of of the Ship bearing the Pennant of the Commanding Officer, in the manner of Drying up hammocks and clothes, and in all matters which will give uniformity to the motions and appearances of the Squadron. —

12. In Port, when it is deemed proper to mount guard, a Ship will be designated for that purpose by signal from the Flag ship, immediately after the hoisting of the Colours in the morning — the Ship so designated will send a guard for the next twenty four hours, and will immediately hoist and keep up until relieved, the Guard Flag at the Fore, and send the Lieutenant of the guard to the Commander in Chief, for particular instructions. —

13. A Lieutenant is always to be in charge of the guard if possible, and the officer detailed for the guard is not to be changed, during the twenty four hours, except in case of urgent necessity. —

Form (A)

Pursuant to an order from Capt A. B. we the undersigned have held a strict and careful survey on the Chain Cables on board the U.S. Ship —— and make the following report of our proceedings —

Description of Cables & Size	Quantity in Fathoms out & aboard	This Condition	Whether the Chain is Long the Short Proof Trial Test	Whether the Chain is New Second hand	Quantity in the Locker Ordered to be taken out when a survey shall next be held	Quantity in the Locker Ordered to be condemned

And we declare that we have performed this duty with the strictest care and attention. —

Dated on board the U.S. Ship —— this — day of 185

(Signed) A. B.
" C. D.
" E. F.

Form (B)

Schedule of punishments on board the U.S. Ship —— from —— to —— . 185—

No. of Warrant or Order	Name	Rate	Nature of Offence	Date of punishment	Remarks of Commander

E. Ab. Vol. Grabb & Co.

Commanding Jas D. Knight
" Wm Pierson Commanding African Squadron
" Saml Barron
" Jas L. Gordon
" W. H. Forbes

General Order No. 3.

1st Commanders of vessels will require their respective Pursers to conform strictly to the rules for the government of Commanders and Pursers, as prescribed by the Officers of the Treasury, and issued by the Secretary of the Navy, 6th February 1838 — and and especially to forms and directions for the Muster and Pay Rolls, and to the separation of amounts paid by the Purser in "Stores" "Provisions" and "small Stores". ——

2. All money which may be placed in charge of the Purser, by order of or authority from the Navy Department, or his Superior Officer, is considered as belonging to the Government, and no such money is to be paid away, or used by him, without a written order from his Commanding Officer. —

3. When requisitions for money are presented or transmitted for the approval of the Commander in Chief, they must be accompanied by a statement approved by the Commander of the vessel, of the amount which the Purser may have previously received and expended, and the balance which ought to be in his charge, and showing as particularly as practicable the objects for which the amounts named in the requisitions will be wanted. —

4. Whenever a Commander of a vessel shall decline or authorise the Purser to make requisitions for money, he will limit the amount to such sums, as with the amount which ought to be in the Purser's charge, will be sufficient for the necessary wants of the Service. ——

5. No purchases are to be made except in conformity with requisitions previously made and duly approved; and care is to be taken that the articles are of a proper quality and at fair prices, which must be certified on the bills for the same.

6. Officers who are not indebted to the United States, may draw the amount due them on the last day of each month, when there is sufficient money on hand to do so, without interfering with the supplies for the ship — to such as may be indebted to the United States, no more is to be paid for the first three months after leaving the United States, than may be necessary to meet their indispensible expenses on board — within three months from their leaving the United States no advances are to be made to officers, and advances to other persons must be limited strictly to necessary outfit for the voyage, and must be made only on a written order given at the time by the Commanding officer.

C.A.S. Waldron
Commanding African Squadron

To
Commander J. De Knight
" William Pearson
" Samuel Barron
Lieut. Com. J. S. Sanders
" " J. H. Foote

General Order No 1.

The following orders are to be observed in Reefing and Furling Sails, and in Crossing and Clearing down Top Gallant and Royal Yards.

Reefing Sails.

The signal and preparatory pennant are hoisted eight minutes previous to "Reefing Sail". when answered and ready "Beat the Call" "Lay out Reefers" when ready to Lay out, haul down the preparatory pennant, then Trice up "Topsail" and "Reefs" as soon as the Reefers are ready "Haul off" at the third Roll beat and haul down the Signal.

Furling Sails.

The signal and preparatory pennant are hoisted eight minutes previous to "Furling" when answered and ready, "Aloft Topmen" "Lower Lafemen" on the Sheet pole. When the Topmen reach the futtock Shrouds, "Aloft Lower Lafemen" when ready haul down the preparatory pennant "Lay out" as soon as the Furlers are in their places then "Furl" and haul down the signal.

Crossing Yards.

The signal and preparatory pennant are hoisted ten minutes previous to "Crossing" when answered and ready, "Aloft Yardmen", and down yardmen and stand by to receive, when ready "Lay out" by the Chains, Allow the Captain gendarmes to clear the Topsail then "Beat the Call" "Away Aloft" when ready for "Crossing" haul down the preparatory pennant and Roll off, at the third Roll, haul down the signal and "Away Yards".

[illegible]

[illegible] Bands
[illegible] marching, [illegible] are hoisted
[illegible] Ensign [illegible] Leading Boats will
[illegible] "Quick Pull" and
[illegible] "Cease" the Drill Band and
[illegible] Bands will [illegible]
[illegible] Bands will [illegible]
[illegible] "Cease" the [illegible] Bell
[illegible] Bands will [illegible]
[illegible] Bands will [illegible]

Drill.

Night Boat Exercises are not executed at the
[illegible] Evening Hymn of the Colors the
Exercises will be performed without the music.

In landing parties Marching the men are to
have step in their places on the Boats
before the Colours open on Gunboats are
started.

E. A. D'Arcy Smith
Commanding African Squadron

Commander — G. P. Knight
" — Wilcox Bowen
" — Sam[l] Bowen
Lieutenants — Lat. G. Lardner
" — Jn[o] H. Hoare

General Order No. 5.

The following Boat Stations and Duties are directed to be observed by all under my Command.

1. Captains and Commanders are to obey the Commander in Chief's orders upon their Pay, and all other Officers will do their Duty.

2. Lieutenants and the Commissioned Officers succeeding the Lieutenants of Captains or Commanders will take upon and Warrant Officers will do their Duty.

3. Warrant Officers in steering the Boats of the Lieutenants, or other Commissioned Officers will take upon their Duty.

4. Officers of corresponding rank, meeting or passing in Boats will salute by raising their Hats in Capes.

5. When Boats approach the same Ship, Passage or Landing Place, at or about the same time, the Senior will take upon his Duty, and allow the Senior to precede him.

6. When Boats are pursuing the same way the Junior Officer must not pass ahead of his Senior, unless upon urgent duty. When Boats are without Officers, Coxswains will observe the foregoing Orders.

E. A. D'Arcy Smith
Commd[r] African Squadron

No. 2

13

U.S. Ship Germantown
Porto Praya,
May 20th 1851

Sir

I informed you of the departure of the Germantown from New York, on the 14th ultimo-
after a passage of 18 days, we arrived, on the 2d inst
at Maschalzin the Island of Madeira, and not
finding Commodore Gregory in this Port, we
obtained water & and on the 7th proceeded to
Porto Praya, where we arrived on the 14th inst, just
one month from the time of leaving New York.—
here we found the Brig Porpoise Lieutenant
Commanding Sanders, from whom I heard
that Commodore Gregory in the Potomac, had
gone to the Isle of Mayo, to procure wood & water, and that
he would return in a day or two, and on the 17th he arrived &
I heard from him, that the Brig Jamestown was cruising in
the South Coast, the Sale, Commander Eason is now in
the prosecution of your order relative to the imprisonment
of Captain Charles Moore, of the American Whaling Bark
Maria, and the Porpoise was under orders for the Island
of St Vincent, one of the Group of the Cape de Verde Island
thence to Madeira, for the purpose of recruiting the health
of the Officers and Crew, which had suffered from the effects
of the climate, the Brig having been twice on the cruising
ground, from one extremity of the Coast to the other, in the
prosecution of their duty. Commodore Gregory also
informed me that the traffic in slaves has been entirely
broken up on the West Coast, and is now almost entirely
confined to the South Coast. I contemplate to leave

258
Ltr from Com 28 Mch

Sir: On the 6th inst. I proceed to the Isle of Mayo, to coal and make, when it is to be procured more readily, and of better quality, than here, and thence to Monrovia, for further information, whereby operations will be governed in some degree by the information obtained there & leaving instructions for the Gotha Atlanta, and other vessels of the Squadron, as they may arrive at the different points to which I shall order them.

I am very respectfully
Your Obt Servt
Edwd. Barron

Commanding African Squadron

Honorable William A. Graham
Secretary of the Navy
Washington
D. C.

U.S. Ship Germantown
Harbor of Monrovia Liberia
Sir June 30th 1851

I have the honor herewith to transmit the Muster Roll of the officers Crew, and Marines of this Ship, for the Quarter ending June 30th inst.

I am very Respectfully
Your Obed Servt
Ed. A. Lavallette
Comm'd. Afr. Sqdn.

Hon'ble William A. Graham
Secretary of the Navy
Washington
D.C.

1852 June 21 Moore

U.S. Ship Germantown
Harbor of Monrovia
June 30th. 1851

Sir

I herewith transmit, Biennial Returns of Punishments inflicted on board this Ship from December 1850 to June 30th instant.

I have the honor
to be
Very Respectfully
Your Ob't Serv't
Ch's. F. Garrett
Commd'g Asp'l Squad'n

Hon'ble William A. Graham
Secretary of the Navy
Washington
D.C.

Lib Dec 1850

U.S. Ship Germantown
Harbor of Monrovia, Liberia,
June 30th 1857

Sir

I have the honor to transmit the Muster Roll of the officers Crew & Marines of this U.S. Ship Sabine Adams Com.r Barron, for the Quarter ending June 30th. 1857 –

And also Semi-annual Returns of Provisions Inspected on this Ship during the Quarter ending 30th June inst.

I am very Respectfully
Your Obd.t Serv.t
C.A. Lavalette
Comm.d U.S. Ship Germantown

Hon.ble William A. Graham
Secretary of the Navy
Washington D.C.

L168 Dec 15 Monroe

-/3

No. 11.

U. S. Ship Germantown
Harbor of Monrovia July 2nd 1851

Sir

I herewith enclose a letter from Jeremiah Freeman, for himself, and in behalf of twenty other Freemen, who were employed on board the U.S. Ship Germantown, and as appears from Certificates in their possession, have claims for wages due for nine months service on board that vessel.— As the payment of those claims was not made by authority of Commodore Gregory, under whose authority the Freemen served, and reference being made in the letter, to the return of the John Adams with instructions relative to the matter, I infer that the subject has been reported to the Department, and have therefore declined authorising the settlement, until I receive instructions in the premises

I am Very Respectfully
Your Obt Servt

E. A. F. Gerault
Commanding African Squadron

Honorable William A. Graham
Secretary of the Navy
Washington
D. C.

Rec'd Dec 15 Morris

Monrovia July 2. 1851.

Commodore
E. A. F. Lavalette
Commanding U. S. Squadron Coast of Africa
U. S. S. Germantown
Port Monrovia

Dear Sir,

Pardon the liberty I have taken in penning these lines, the object of which is in a polite and respectful manner to beg or call your attention to our pay due for services rendered on board of the U. S. S. Yorktown, which was Nine months, Sumbo our fellow Country man, and I was Second head man, and 20 boys to man our boat the Surf-Canoe, I would here remark that Sumbo is now on board of the Perry, but at the same time we have each of us our Discharge Certificates for services — Still you have the goodness to so arrange as to allow us to be paid off Now if it be possible. We would not trouble you, but being really in great need are driven thereto. —
We had the promise from Commodore Gregory that our pay would be sent per John Adams, but as it appears it was omitted or forgotten, We have thought it advisable to beg that you would favor us in this our humble request if possible — as

With an earnest hope for a favorable result
I have the honor to be Your Obt. Servt.
For Self and in behalf
of the Crew under My
Superintendence
Jack Frying Pan

1850.
The Major Part of the Crew a Hundred
& all Yorktown Seamen in Town

Yrs
Jack Frying Pan

List of Kroomen who were employed on board the Yorktown, Jas. Temple, Purser, to leave the balances which appear due to them respectively, on the Pay Roll of said Ship, on the 8th of October, 1850. and which are not unpaid.

Jack Frying pan,	2 Head Krooman	$6x:92
Ben Jumbo,	Head Krooman	82:50
Jack Smart	Krooman	42:90
Jno. Davis	do	41:74
Jack Dollar	do	29:61
Jack Savey	do	45:14
Ben Freeman	do	44:50
Tom Peter	do	48:51
Jack Williams	do	30.68
Jim Doe	do	43.27
John Toby	do	45.25
Jack Mercer	do	43.77
Jack Handspike	do	54.96
Tom Paine	do	47.16
Tom Kemble	do	42.32
Captain Johnson	do	47.88
Ben. Peter	do	46.16
Jack Grando	do	43.28
Giraffe	do	50.16
Jack Afterbreakfast	do	51.29
Jack Sawyer	do	53.63
Half Dollar	do.	45.09

Treasury Department - 4th Auditor's Office. -
December 19, 1851.
A. O. Dayton

(illegible)

1851 Dec 20. Walk

On Service

Commodore
E. A. F. Lavallette
Commander in Chief U.S. Naval
African Squadron
U.S.S. Guerriere
Mediterranean

Reported to the 4th Auditor. - For an examination of the Rolls of the Yorktown - and to report the balances due to Seamen.

Navy Dept
Dec. 5, 1851

I respectfully transmit a Statement of the balances which appear to be due to Seamen on the Rolls of the Yorktown.

4th Aud. Off
Dec. 15, 1851

Rec'd Dec 16. 1851

1803.

U. S. Sloop Germantown
Harbor of Monrovia July 5th 1851.

Sir

I had the honor to address a communication (No 2) to you by the Portsmouth, on her return, informing you of the disposition of the different vessels composing my Squadron, and of my intention to sail from Porto Praya about the last of May, in further prosecution of your instructions. — We were however detained until the 14th of June, then sailed, and the prevailing winds carried us to the African Coast in the vicinity of Sierra Leone; we coasted down to this place and arrived on the 29th ultimo. On communicating with the Authorities of Monrovia, I learned that the U.S. Brig Perry, Lieut. Comdg. Foote had arrived here from the South Coast about the 14th ultimo, remained three days, and proceeded to Porto Praya. — The President of Liberia, Mr Roberts, informed me that Lieut. Comdg. Foote had told that the Slave trade had been almost entirely suppressed on the South Coast. — On the 30th ultimo the U.S. Ship John Adams, Commander Samuel Barron, arrived here from Porto Praya, all well. The Officers and Crew of the Germantown have continued in health, notwithstanding the deluge of rain which has been pouring upon us ever since we left Porto Praya, until now. This morning the Surgeon's Report contains 20 men on the sick list in the last twenty four hours, having colds with slight fever — We however anticipate better weather as we proceed South and pass out of the rains. —

On monday the John Adams will have completed filling with water &c, when I propose leaving Mesnado in company, and running down the Coast, touching at all the important places on the West Coast, and thence to the South Coast.—

I am Very Respectfully
Your Obt Servt
E. A. F. Davis
Commanding African Squadron

Honorable William A. Graham
Secretary of the Navy
Washington
D. C.

Rec'd Dec 7 31 1851

No 4.

U S. Ship Germantown
Cape Palmas, West Coast of Africa
July 20th 1851.—

Sir

It is with feelings of deep regret that, I have to announce the death of Commander James L. Knight, late commanding this ship; he died very suddenly at six o'Clock A.M. yesterday, of supposed disease of the heart, after but a few minutes of apparent illness

I have the honor to be
Very Respectfully
Your Obt Servt
E. A. Lavallette
Commanding African Squadron

Honorable William A. Graham
Secretary of the Navy
Washington
D. C.

Lies Ta 15 Moore

rec'd 27. Oct. 1851.

Dear Sir noted

Hand

L84 Oct 27

61

No 5

U. S. Ship Germantown,
Cape Palmas, West Coast of Africa,
July 25th 1851.—

Sir

In consequence of the death of Commander James D. Knight, late commanding this ship, I have appointed Lieutenant Edward R. Thomson, next in seniority, to the command

I have the honor to be
Very Respectfully
your Obt Servt
C. A. F. Varrell Actg
Commanding Africa Squadron

Honorable William A Graham
Secretary of the Navy
Washington
D. C.

all done
2d Oct. 1857

Hard
L85 Oct 27

(Copy)

U.S. Ship "Germantown"
Harbour of Cape Palmas
July 19th 1851

Dear Sir

It becomes my painful duty to inform you of the death of Captain James D Knight, who expired this morning at about 6 O'clock he appeared well as usual yesterday, but this morning the Doctor was called, and found him sitting on the side of his Cot, at 5 O'clock, complaining of wind on his Stomach, and general uneasiness of Chest, which he thought was occasioned by a glass of Porter, taken the day before, it having had that effect, on a previous occasion. A mild Aromatic of Camphor, and Spirits of Nitre was administered and he expressed himself relieved, but soon after, at 6 O'clock he lay down, and expired within 2 minutes. In announcing this melancholy event I beg that you would assure Mrs Knight of my profound Sympathy with her, in this sudden bereavement, and acquaint her of the full confidence of a happy immortality, frequently, and recently expressed by her late lamented Husband. This sad blow has, at the same time, deprived her of a beloved Companion, and me of a valued friend.

As the vessel by which we send this, sails in a short time, I can only at present refer to this, at some future time I shall address Mrs Knight on this painful subject. Meantime

I am respectfully
Your obdt. Servt.
(Signed) E.A.P. Yarrallton.

G. Loval Esquire
Charleston S.C.

Pro

The spot by which I contemplated sending this communication failed before it could reach her, and I am enabled to add that the remains of our lamented friends were interred in a spot selected for its beauty in the Burial Ground of the Catholic Church at Cape Palmas, under a Palm Tree. A Sketch of which, has been taken and will be forwarded, or brought home by Mrs Yates.

Yrs. Jrom, &c.,

(signed) E.A.B.S.

Cobb. Jud. 29

No. 5.

U.S. Ship Cumberland.

Sir

In my last communication to the Squadron No 3 dated Bonnonia, July 5th 1851, I acquainted you with my intention to leave that place about the 23d of that month, in further execution of your instructions, we accordingly sailed at that time, in company with the John Adams.— Proceeding down the Coast, we anchored at Grand Bassa, and there learned that some difficulty had occurred between the Emigrants and the natives, in consequence of encroachments by the latter, upon a site selected for a new town, near the most convenient landing, by the Emigrants. The presence of our ships had the happy effect of settling matters between them.— We next anchored at Monrovia, where there is also a large settlement of Emigrants from the United States: Here, harmony seemed to prevail among them, and evident prosperity.— On arrival at Cape Palmas, I received the communication marked A. from Mr C. W. Henning, Missionary at Rockbourn, about 12 miles from Cape Palmas: the measure to that, I sent Lieut. Rogers, Mr Cushman, and a Corporals Guard of Marines: A Palaver was held with the Chiefs, who acknowledged their bad conduct, promised future amendment, and paid the fine imposed, two Bullocks. The difficulty was thus settled, and ~~and~~ an impression made upon the natives, which there is reason to believe will render the position of the Missionaries and Emigrants more secure.— From Cape Palmas we ran down

(Copy)

Rocktown Mission Station
July 19th 1851.

Dear Sir

I am expecting the pleasure of a visit, to day, from some of your Officers, and were I quite sure that the rain would not deprive me of the pleasure, I should not deem it necessary to trouble you with this communication. I wish to state that I now consider a visit from yourself or some of your Officers, doubly important. Living among a heathen and Savage people, of course we expect many annoyances which we try to meet with Christian forbearance, but protection to life and property must be secured or our efforts to elevate the people will be rendered unavailing. — When I first opened this station, about 8 months ago, the people attempted to practice upon me a heavy extortion, which however, I effectually resisted. — Yesterday two pieces of cloth, measuring fifty six yards were stolen from the boat. The thief was detected, and the stolen property recovered. They have assembled at my house this morning to talk the palaver, but steadily refuse to inflict any punishment on the Offender. This is in open violation of their written agreement with the Missionaries, and of their established laws and customs among

Sail on the 30th July anchored off Elmina, communicated with the Authorities, remained several days, and sailed for Cape Coast. where we anchored in the evening of the 1st inst. From Cape Coast we proceeded to this place, for I learn from the Governor, Mr Bannerman, that there have been several captures of Slavers made by the English & some vessels, in the Bight of Biafra, several months since, and that the English have several Steamers cruising there — As the Brazilian Government have also taken action in assures to, from the Landing upon their Coast any more Slaves, and their Cruisers have also made a Capture of a large Slaver, fitted with several hundred Slaves on board, the trade will doubtless be broken up for a speculation on the Windward Coast, and South Coast. The Spanish Government however keeping open the market for Slaves in their West India possessions, encouragement is still given to the traders; the traffic will probably be carried on to some extent on the Gold Coast. I have the satisfaction to report the Officers and Crew as being in good health with the exception of five cases among the Officers of a trifling nature, and the only death which has occured since leaving the U. States on board was that of Commander Knight, already reported. A vessel will sail this evening for London, by which I send this communication. To morrow, I purpose passing on our Cruise to the Southwards in company with the St. John Adams, the Officers and Crew of which are all well.

I have the honor to be
Very Respectfully Your Obt Servt

R. T. Arnold
Commanding African Squadron

Honorable William A. Graham
Secretary of the Navy
Washington
D. C.

themselves. You will of course understand that these penalties are not inflicted as vindictive damages, but to prevent a repetition of the offence; and were none such demanded, there would be no security for our property. The offence in the present instance seems a trifling one, yet I am sure from my knowledge of Native character, that if overlooked it will prove but the first of a series of aggressions, perhaps outrages. I am the first Missionary who has resided at this place, and this case will establish a precedent. A friendly visit from some of the Officers of the Squadron, merely to convey to the people that we are under their protection, would probably screen me from much future trouble, making my residence among them more pleasant and profitable to both parties. If therefore I am disappointed to day, I shall hope for a visit on Monday next

Very Respectfully Yours
(Signed) Edmund W Fleming
Episcopal Missionary

Commodore C. A. F. Lavallette

(Copy Letter No. 29

U. S. Ship Germantown
Bay of St Helena
October 13th 1867

Sir

I herewith enclose Semi-annual Returns of Provisions received inboard the U.S. Ships Germantown and John Adams

I am Very Respectfully
Your Obd't Serv't
Ch. S. Lavallette
Com'd'g U.S. Ships Germantown and John Adams

Hon. Wm
William A. Graham
Secretary of the Navy
Washington D.C.

L86 Oct 17 Moore

Ackd Dec 31

No 7

H.S. Flag Ship "Germantown"
Harbour of St. Helena
October 15th 1861

Sir

My last Report to the Department (No 6) dated Loando September 17th, and forwarded from thence informed you of the proceedings of the Squadron under my command up to that time. in the report I acquainted you with my intention of sending the "John Adams" Commander Baron to Kinchinja for the purpose of adjusting some matters which were said to have produced insecurity to our Commercial interests on that part of the Coast. Commander Baron accordingly visited the place, and on joining me here made the report, of which the enclosed paper, marked A is a copy.

The "Germantown" proceeded from Loando to this Island, where she arrived on the 28th ulto: here I found Commodore Bruce, Commanding the English Naval Force on the African Coast, and had an opportunity of conferring with him on the most effectual plan of operations for carrying out the objects designated in our instructions from him I also learn that the Slave Trade is at present suspended if not annihilated, on the West Coast. From a knowledge of this fact, and of the apparent expediency of confining our cruising chiefly to the South Coast, I have been induced to recommend the propriety of removing our Depot, from Porto Praya, to some point more convenient for our Ships to rendezvous, while cruising on the South Coast, and find that St. Helena combines most of the advantages requisite for such a purpose

L 20 Dec 29 [redacted]

the climate is salubrious, and well calculated to
recruit the health of our officers and crews
who have been subjected to the influence of the
African coast. Provisions in abundance,
and of excellent quality, can be obtained at reas-
onable rates. The Water is surpassed by none
in the World. The Anchorage is safe, at all seasons
of the year. Provisions, and Stores of all kinds
required for our use may be kept in good preser-
vation as the climate is not such, as to injure
them: and convenient Store Houses can be se-
cured for the U.S. Government at moderate rent.
large numbers of American Vessels (Merchant) visit
here: and the difficulties that frequently occur
between the Masters and Crews of those Vessels,
might be much more easily settled in the presen
of an American Ship of War, than at present.

I have learned from papers received
here from the Cape of Good Hope, that the U.S. Ship
"Vale" arrived there on the 17th ult.o from the Island
of Johanna having accomplished the object for
which she was sent.

Having thus stated some of the ad-
vantages possessed by St Helena for the object
before mentioned, I leave the subject for your
consideration. In consequence of being short of
provisions, & for purpose touching St Helena I am
to proceed to Porto Praya, touching at Mayumba.

I have the honor to be
Sir
Your Obt. Servt
R.S. Faraklett
Commander in Chief
African Squadron

Hon Wm A Graham
Secretary of the Navy
Washington D.C.

A

U.S. Ship John Adams
St Helena October 4th 1843

Sir

I have the honor to report that in
obedience to Orders of the 17th September, I
sailed from the Port of Loando on the 18th and
arrived at the Anchorage off Ambriz on the 19th,
On the 20th commenicated with Mr Dinis Agent
for the Mercantile affairs of Mr Brockhouse, and
learned from him that there were no outstanding
on the part of the Natives, which required the
interdiction of any part of the force under my
command; & he had been informed a short
time before our arrival there, a spirit of dis-
respect towards him, in consequence of which
he expected himself highly gratified at the visit
of an American vessel of War so opportunely
and, at the same time his belief that the ap
pearance of the Ships off the Harbour, would
have the effect of preventing the recurrence of
such cause of complaint. The Pinnace obtain-
ed from the American Brig Vintage five thous-
and, seven hundred pounds (5,700) of bread.
We left that Anchorage on the morning of the 21st
September.

I have the honor to be
Sir
Very Respectfully
(Signed) S Babcock
Commander

Commodore E.A.F. Darlletto
Commander in Chief of U.S. Naval Forces
On the Coast of Africa

Recd Dec. 31st

No. 9.

H.M. Ship "Germantown"
Porto Praya Nov. 12th 1831

Sir

Your circular dated June 8th 1831 was received at Monrovia on the 25th October last, and consequently too late for compliance with all the conditions which it requires. In obedience however to the order, I succeed fully to the questions in regular succession, giving you in detail the opinions I have formed relative to the effects which have resulted from the abolishment of flogging in the Navy; these opinions are principally formed from my observation of the Crew of this Ship, and the "John Adams", which had been sometime in company with us.

The 1st Question is, "What has been the effect upon the Recruiting Service? Has it found that a better class of Persons is now induced to enter the Naval Service?

I reply, that so far as regards the influence of the Law, abolishing Corporal Punishment upon the Recruiting Service I have not had the opportunity of forming an accurate opinion, nor do I believe that any marked effect can yet have been observed, as Seamen who would have entered the Service in former times, will, for the most part, continue to do so, while those who may have been prevented by fear of punishment by flogging, will require time to become acquainted with the practical working of the new System, and into the nature of punishments substituted. As regards the quality of Seamen who have recently

Lon Dec 27 1831

entested. I can only judge from the character of the Crews of the two Ships already alluded to, who are generally young and active Men many of whom are entisted for the first time and the only apparent difference in quality, would be their want of experience, there being fewer old Men & more Boys than I have heretofore observed on board of this Class.

2nd What had been the effect upon discipline and subordination among the persons Composing Ships Companies?

In the early part of our Cruise I observed a marked difference in the bearing and conduct of the Crew to their Officers, when Compared with the experience of former times. There was an indifference and want of promptitude in obeying an order; much noise and confusion in the performance of duty; and in one instance an outbreak occurred which had nearly terminated in serious consequences. The circumstances of which, the Proceedings of the Court Martial, forwarded at this time on board for your information.

3d Do the Crews of Vessels of War since abolishment obey orders of Officers more, or less promptly than

The natural consequence of inability to inflict a summary and dreaded punishment upon the indolent will inevitably prevent the necessary quickness in working Ship with the smartness especially at night, when the Men can so easily escape the notice of the Officer in Charge of the Watch. The result is also to dissatisfy the better class of Seamen, and Petty Officers whose labour is increased and who despise at the existing state of things, and long with satisfaction to former times, when the power to punish like Shubrick, obliged every Man to perform his Share of duty. Since the occurrence alluded to, when the offenders were tried by Court Martial there has been much improvement in the conduct of the Crew of this Ship, there is more alacrity in the movements of the Crew, and much more respect shown to the Officers and altogether, I am much pleased with the conduct of the Crew. The 4th Question is.

Can there any effectual means be used by which the badly disposed persons on board Ships can be restrained?

If authority is given to the Captain to inflict summary punishment of confinement in irons I am well convinced that the badly disposed persons on board Ships can be restrained, and will suggest that the Captain shall be invested with power to direct, to confine in Irons, or to confine closely, and to deprive of a portion of Spirit ration, for such length of time as may be determined on by law.

The 5th and last question is.

Are the Vessels of the Navy more or less efficient since the abolishment of flogging in the Navy?

The Vessels of the Navy are less efficient since the abolishment of flogging in the Navy. The abolishment of flogging in the Navy not only deprived the Captain of the most ordinary means of enforcing discipline, leaving to the former no specific mode of punishment, except putting in irons, or confinement

which deprives the Ship of the services of the delinquent, who during bad weather, is in a much better condition than his fellows, who are obliged to perform his duties, while he is in receipt of full pay, and rations, which the law does not allow the Captain to check or curtail, as again, in the event of any general dissatisfaction breaking out, the Crew might write, and tacitly assist authority, by being put in irons in such number as to completely disable the Ship An immediate punishment, which may inspire dread in the minds of the Crew, appears to be absolutely necessary for the well being and efficiency of any Military establishment, and it especially so in the Navy and should be of such Severity as to prevent the indolent from enduring it in preference to performing any arduous duty which may be required of them, and to prevent the evil disposed from disabling the Ship by uniting and submitting to confinement on board. Another means of governing Men under the new State of things, is by holding out Rewards, honorary, and pecuniary, to induce them to continue good behaviour and by arousing their pride to attach them to the Service. Upon discharging a Ship's Company I would recommend that the Men who have conducted themselves well during the Cruise be given by the Captain, a Certificate of Good Conduct, and on being discharged from a second Cruise. A similar Certificate be given, and also for the third, and fourth Cruise, and that for each certificate, the Man be allowed to wear Anchors or Service, for the first Cruise an anchor to be wrought on the Sleeve of the left Arm, for the Second, an Anchor on each Arm for the third, two Anchors on the left Arm (Crossed) and one on the right; for the fourth two Anchors crossed on each Arm. Such a Guard would probably expire before the person would be entitled to the four Anchors, and after completing which, and Serving the Country eight years more, on their discharge at 50 Years of age, the Crew to be entitled to a place in the Naval Asylum.

I feel assured that by adopting some such measures, they will tend to establish an efficient Navy, and attach Seamen more strongly to the Country

I have the honor to be very respectfully your obedient Servant

C. S. Stewart

Commanding

African Squadron

Hon. William A. Graham

Secretary of the Navy

Washington D.C.

No 12

Adt Dec. 31

No 13

U.S. Flag Ship "Germantown"
Port Praya Nov 13th 1851

Sir

I herewith enclose a report from Midshipman Julius F. Hackemann of the Brig "Porpoise" making complaint against his Commanding Officer, and on enquiring, learn that there was a disturbance took place on board the "Porpoise", sometime prior to my assuming the Command of the Squadron and before Lieutenant Commanding Faulkner knew of the Repeal of the law, authorizing flogging, and in this instance he used a small Rope in punishing the delinquent, in case here and the report as stated by Midshipman Hackemann is greatly distorted.

I also herewith enclose a report from Lieutenant Commanding Faulkner, against Midshipman Julius F Hackemann, and also against Midshipman William Grier.

The conduct of these young men I consider so grossly improper, and subversive of discipline, that I have considered it proper to send them to the States in the Brig "Porpoise" for your decision in their case.

To bring them by Board a Court Martial here would cause delay in the operations of the Squadron, and the Conduct of their Messmates, I think, at last send them home.

I am, very respectfully
Your obedient Servant
Chas. S. Wardlaw
Commanding African Squadron

Hon. W. A. Graham
Secretary of the Navy
Washington D.C.

Copy

No. 1 From Mr William A. Graham

Mr Mc Dreamstancy reports having struck [illegible]
[illegible] was assisted by Lt Irving Exp. Sq. [illegible]

H. S. Brig Porpoise
Porto Praya. Nov. 13th 1851

Sir,

I regret to have to report that
=Shipman Wm Quinn of this vessel for
quarrelling with Mr John L. Forney
Captain's Clerk; throwing a cup of tea into
his face, and fighting with him, on the
Steerage: Also for sending a challenge to
fight a duel to the said Mr Forney, and
upon his refusing it, calling him "a coward
and no gentleman": Also for scandalous
conduct in incurring debts at different
Places, without meeting any Effort to pay
them, and for refusing to do his duties.

I have the honor to be, Sir,
with great respect.
Your Obt Servant
I. A. Gardner
Lt Comdg

Commodore
E. A. F. Lavallette
U. S. N
Commanding African Squadron

To the Hon.ble William A. Graham

The Circumstances respecting letters by Lieut. Gardner now attach.d by the Secy. of the Navy

U. S. Brig Porpoise off
Porto Praya Nov 13. 1851

Sir,

I regret to have to report to you the conduct of Midshipman Julius C. Herbert of this vessel, for quarrelling with Mr. John G. Forney boatswain's Mate; delivering him a challenge to fight a duel, and upon Mr. Forney's refusal to accept it, calling him "a coward and no gentleman".

Also, for scandalous conduct, in incurring debts, at various places, and for refusing to draw his Rations, or make any effort to pay his debts. Also, upon being tried, his conduct should be made known to the Commander in Chief, for sending a falsified and malicious report against his Commanding Officer, six months after the affair is said to have happened

I have the honor to be
With much respect
Your Obt Servant
I. L. Gardner
1st Lieut

Commodore
C. W. F. Lavallette
U. S. N.
Com'dg African Squadron

U. S. Brig Porpoise
Porto Praya
St. Jago
Nov 12th 1851

Sir

I beg leave most respectfully to submit to your notice, the following disagreeable occurrence, that took place on board of this vessel a few months ago, On, or about the 13th of May 1851, Whilst I was in charge of the deck, Lieut. Com.dg Jas L. Lardner ordered me to have confined Jno Somers (Petty Officer) in Double Irons, on the Port side of the Quarter deck, "Somers" being drunk and noisy. Which order I obeyed. After "Somers" was confined, he commenced making a noise, Lieut. Com.dg Jas L Lardner ordered him, to keep quiet, at the same time, taking up an Iron monkey tail, from the After Carronade, and raising it over this man Somers head, Said, "God dam you, I will kill you" or "brain you", if you do not stop making a noise, Somers still

Continued, Lieut. Com.dg Jas L Lardner, then seized the end of the Main Top Gallant Halliards, and commenced striking this man Somers upon his Head and Body, in the most cruel and scandalous manner, Inflicting not less than, from 40 to 60 blows. He then stopped and ordered me to have Somers "Bagged", Which order I obeyed. Somers remained quiet for a short time, But commencing again to make a noise, with the Bag in his mouth Lieut. Com.dg Jas L Lardner then seized another rope, and again beat Somers upon the Head, and Body, as before Cursing him at the same time in the most profane manner, this occurred in the presence of all of the Officers and crew.

I Remain
Very Respt.
Your Obt. Svt.

To
Commodore
Julius S Heilmand
Elie A. F. Lavallette
Midn. U.S. Navy
Commander in Chief
African Squadron

P.S. Witnesses to the above.
S. C. Fabiger, - Actg Lieut and Executive Officer
I M Brooke - Actg Lieut
C. W. Woolley Actg Master
I. C. Eldridge Purser
I I Brownlee Pasd. Asst. Surgeon
John B Torrey Captn Clerk.

A falsified and malicious report made up six months after the affair is said to have occurred, by Midn. Heilemann, upon his being told some improper conduct should be reported to the Commander in Chief.

I A. Lardner
Lt. Com.dg

Forwarded

J. L. Lardner
Asst Engr

Forwarded by
Com'dr. Stewart
C. S. Stribling
Com'd'g Ord. Yard

Recd Dec 31

3

U.S. Ship Germantown
Porto Praya Nov 15th 1851

Sir.

Herewith I have the honor to enclose Quarterly Returns of the U.S. Brig Porpoise for Quarter Ended October 31st inclusive.

I am Sir,

Very Respectfully
Your Obt Servt
C.K.S. Armstrong
Commdg Home Squadron

Honorable
William A. Graham
Secretary of the Navy
Washington D.C.

Ltr 198 Dec 26 1851

Navy Dec. 27

Rec'd Dec 31st

U. S. Ship Germantown
Porto Praya Nov 15. 1851

Sir,

Herewith I have the honor to enclose the returns of Officers attached to the U.S. Brig Perry, with an abstract of the Crew. Returns of Deaths - Returns of enlistments - Returns of Transfers & Returns of discharges, together with a Schedule of Punishments inflicted on board the U.S. Brig Perry up to the Quarter ending Sept 30th 1851.

I am Sir Very Respectfully
Yr Obt Servt
C. H. Piercall Capt
Commdg U. S. African Squadron

Hon William A. Graham
Secretary of the Navy
Washington D.C.

Rec'd Dec 24 1851

Rec'd Dec. 31st.

(No. 10)

U. S. Ship Germantown
Harbor of Porto Praya
November 13th 1851

Sir

I herewith transmit to you the Record of the proceedings of a Naval General Court Martial, in the case of Joseph Marshall, the sentence of the Court having been executed

I am Very Respectfully
Your Obt Servt
C. H. Lavallette
Comdg. African Squadron

Hon. William A. Graham
Secretary of the Navy
Washington
D. C.

No 0
L 193 Dec 24 [illegible]

(No. 11)

U. S. Ship Germantown
Harbor of Porto Praya
November 13th 1851.

Sir

I herewith transmit to you the Record of the proceedings of a Naval General Court Martial, in the case of James Lockman, (Ordinary Seaman), the sentance of the Court having been executed.

I am Very Respectfully
Your Obt Servt

C. K. Stribling
Comdg. African Squadron

Hon. William A. Graham
Secretary of the Navy
Washington
D. C.

Dckt. Dec. 31

L 185 Dec 24 Walk

11

Ackd. Dec. 31

(No 12)

U. S. Ship Germantown
Harbor of Porto Praya,
November 13th 1851.

Sir

I herewith transmit to you the Record of the proceedings of a Naval General Court Martial, in the case of William Brown, (Boy), the sentance of the Court having been executed.

I am Very Respectfully
Your Obt Servt

C. K. Stribling
Comdg. African Squadron

Hon. William A. Graham
Secretary of the Navy
Washington
D. C.

L 18 Dec 24 Wash.

Nº13.

U.S. Stag Ship "Germantown"
Porto Praya Nov. 13th 1857

Sir

I beg leave to call your attention to the many inconveniences and disadvantages arising from our having our Depot and place of Rendezvous at Porto Praya.

It is quite as unhealthy as any part of the African Coast, its Anchorage is unsafe, it furnishes very indifferent Supplies of beef and vegetables, the water is bad, the climate so much so, as to cause great loss in our provisions, and the moth is very destructive to clothing — the Island itself has a very inconvenient position as regards our cruizing, being in a region subject to tornadoes, almost constant faint, calms, and Currents which present more obstacles to the Navigation in making passages from thence to Monrovia and back, than are encountered on any other point along the entire Coast. Porto Praya lies NW. from Cape Mesurado distant 900 miles, and very frequently the passage has occupied thirty days in the "Germantown" one near eighteen days in making the passage to the Cape, and as many in returning thence to Porto Praya.

The Slave trade appears to have been entirely suppressed south of Cape Palmas, and the only attempts which have been made to carry it on, were from the Bight of Biafra; the English however having several Steamers always in the Bight. It is almost impossible

No 12

Adv. Dec. 31

Recd Dec 24 Walk

for the Slave hader, to succeed in getting clear from that point. Fernando Po, situated in the Bight, is now occupied by the English as a Coal Depôt and there be always more, or less of their Steamers at that place.
There have been some attempts made to get them off from some parts of the South Coast, but which were checked by the "Perry" and the English Cruizers. the attempts which may be hereafter made to carry on the trade, will be made on the South Coast between Cape Lopas and Loando, or a little South of it, much further South can never be attempted as nine hundred miles of Coast lying between Loando and the Cape of Good Hope, is said to be entirely without water, and consequently has very few inhabitants. north of Libreid there never has been any Slave trade carried on, if I may except Sierra Leone, which is now, as you are aware, an English Settlement, therefore as we have little, or no Commerce, or any thing to call for the services of our Ships North of Monrovia the cruizing seems to be called for from Monrovia to Loando; taking this view of the case, Porto Praya from its inconvenience, as also for the Reasons which I have already stated, is, to say the least of it objectionable. I herewith enclose to you a Chart, embracing our Cruising ground, from which you will perceive that the Island of St. Helena would be the best, and most convenient location for a Depot, its anchorage is always safe, it is very healthy, will furnish supplies of beef, and vegetables, not equalled in any other place within our limits and there the officers and Crews, can find recreation, and a most beneficial relief after a several months exposure to the excessive heat of the Coast. Believing it might suit the views of the Department to make this place the Depôt I made enquiry as to the expense of Store hire, and generale supplies, and enclose herewith the proposal of Messrs Solomon and Hoss, for the rent of his Store House, and the Copy of a letter on the subject of supplies from our Commercial Agent, Mr. Canot.

From my own observations I think St. Helena would answer admirably for our Depôt. it lies directly in the heart of the South East trade winds we can over to it from Loando in few days, and make the passage from it to Monrovia in the same time, both passages I consider long, either could be made in seven days. So that you may perceive, Sir, that a Ship may run from St. Helena to Monrovia, say in ten days from Monrovia she will generally have a leading wind down the Coast, to Princes Island thence to Cape Lopes, a few days passage; and as the principal cruizing will be between that Cape & Loando, they can beat along the Coast, as the wind prevails for the most part from the South the passage is readily made in from fifteen, to eighteen days, and Loando affords the only harbour, the climate is also much better than on any part of the West Coast, this route also embraces all, or nearly all the Com-

Abstract of American Merchant Vessels and Whalers which have entered the Port of St. Helena for Refreshments and other Supplies from 13th July 1847 to June 30th 1851 inclusive

Times of Arrival	No. of Merchant Vessels	No. of Whalers	Tons	Men	Value of Cargoes
1847.					
13th July to 31st Dec.	19	11	8639 11/95	528	$ 1'418'100
1848.					
1st Jany to 31st Dec.	47	33	27'753 17/95	1536	5'675'200
1849					
1st Jany to 31st Dec.	35	37	24'781 30/..	1432	3'323'800
1850					
1st Jany to 31st Dec.	53	26	30'563 38/..	1497	5'571'400
1851					
1st Jany to 30th June	28	15	16'341 12/..	845	3'160'700

The above is respectfully submitted for Commodore Sawbridge's information by his most obedt Servt

Thos. H. Carne
Asst. Commy

Abstract of Vessels and Whalers which have entered the Port of St. Helena for Refreshments and other Supplies from the 13th July 1847 to the 30th June 1851 inclusive.

Should any Inspection be made by the Commissioners of the Admiralty, Dockyard and Revenue Departments, the Abstract of Vessels and Whalers which have entered the Port of St. Helena for Refreshments and other Supplies from the 13th July 1847 to the 30th June 1851 inclusive, will be found correct.

I have the honor to be Sir
Your most obedient humble Servant
Wm. Wedderburn Secretary

C. Talbot Commandr
Commander in Chief's
African Squadron

Lt. William A. Graham
Secretary of the Mgt
Admiralty

Received 24 Instt

Copy

James Town
14th Octr 1850

Inland Esq
H States Commercial Agent

Sir,

In reply to your letter of this day's date We beg leave to inform you (as requested you will communicate to the Commodore of the H States Squadron) that we shall be happy to Enter into a Contract to supply all Ships of War and Transports belonging to the Hstates that may touch at St Helena with Fresh Meat (also Vegetables) on the same terms as they are supplied to British Vessels of war.

Namely Fresh meat — 9½ ℔

Vegetables according to quality — 1½ to 2 ℔

As regards Water We are but joint proprietors of the Tanks with Mr Solomon who at present has the management who no doubt will reply to any question as to the terms of supplying water to Vessels of the Hstates,

Sorry We are

Sir Yours faithfully

Signed J. Baker & Co

Copy

St Helena Oct 19. 183

Sir

I beg to acknowledge receipt of your letter
dated United States Consulate 17th Oct. in which
you wish to be acquainted if I am willing to
supply any armed vessel of the States coming
to the Islands and needing water with the use
of such Boats at the same rate and on the same
terms as vessels of Her Britannic Majesty are
furnished - In reply I have to regret that
being able at present to entertain your proposal
more particularly as there are certain conditions
in the Contract with the British Government
which perhaps you are not aware, however I
shall be happy to supply on the part of the Dock Proprietors
for a period of Three Years that any United
States Vessel of War requiring water per Dock
the same shall be conveyed without any delay
at the rate of Three Shillings and eleven pence
per Ton (of Two hundred and fifty Two Imperial
gallons) for Cash only

I have the honor to be
Sir
Your most obedt St
(Signed) T. Solomon

Commodore Lavalette
U States Navy

135

St Helena
10th October 1851

Sir

Referring to a conversation
which took place with yourself
and our Mr Moss on the subject of
Warehouses for the deposit of Naval
or other Stores We beg now to offer
that Store Room situated over the Run
which has been opened for your
inspection at the rate of Six hundred
Dollars per annum subject to the
following conditions.

1. That the Store Room shall be
hired from Year to Year
2. That no Pitch Tar or combustible
matter shall be stowed therein

3° That the Store Room be kept in good repair the expence of which being borne by the United States Government.

4° That all Goods deposited in that Store Room be at the risk of the United States Government.

5° That the sum of One thousand pounds is covered on such Goods as may from time to time be placed therein the policy of which if separate from other policies shall be handed over to the Representative of the United States Government (in trust) but if not separate a guarantee to be given that in the event of Fire and recovering Insurance the same shall be at the disposal of the United States Government but only to the extent of the value of the Goods then in Store.—

6. That the Flues under the Store Room be kept clear at all times.

7. We will engage to render assistance in conveying Stores to and from the Warehouse.

We have the honor to be
Sir
Your most Obedient Servants
Solomon Moses

45 30 15 0 15

CANARY ISLANDS

AFRICA

CAPE VERDE ISLANDS

SENEGAMBIA

GULF OF GUINEA

FERNANDO PO

LOANGO

CONGO

ANGOLA

BENGUELA

BENGUELA

BRAZIL

RIO JANEIRO

(No. 14)

U.S. Flag Ship "Germantown"
Porto Praya Dec. 13th 1861

Sir

I arrived in this port this morning where I found the "John Adams", "Porpoise" and "Perry", and thus terminates what may be called a cruize.

By my reports to the Department from time to time, I have kept it acquainted with the movements of the Squadron under my Command, and the results I will now recapitulate.

The Dale was dispatched on special duty to the Comora Islands in May last, By report from the Cape of Good Hope, I learn that she arrived there on the 17th September, having accomplished the object upon which she was sent, and I am daily looking for her return to this port.

The "Porpoise" was dispatched in June last, to the Isle of Sal Canaries, and Madeira. I enclose the Report of Lieutenant Commanding Gardner).

The "Perry" has been employed on the South Coast since February last.

The "John Adams" and "Germantown" in company, have visited every important place, port, Cape Mesurado to Loando, on the Coast, thence to the Island of St. Helena and back to Porto Praya. The Squadron have rendered aid to our Countrymen, given protection to our Commerce, and Security to the Emigrant, and Missionaries located on the

coast, and as far as practicable, checked the slave trade in his abominable traffic; and the employment of the Squadron on the coast of Africa, has thus fair & hope been satisfactory to the Department.

I am
very Respectfully
Your obedient Servant
C. K. Stribling
Commander in Chief
African Squadron

Hon Jilliam A Graham
Secretary of the Navy
Washington D. C.

Duplicate

U.S. Brig Porpoise
Porto Praya, Cape Verde Islds, 13th 1851

Sir

I have the honor to report the return of this vessel to Porto Praya from a cruise to Bradenas, the Canaries, and Cape Verde Islands, in obedience to your order of the 20th of May.

I sailed from this Port on the 11th of June, and arrived at Bradenas on the 4th of July. Having filled up with water, and obtained other needful supplies, and refreshed the crew at Funchal, I proceeded to the Canary Islands, visiting Santa Cruz, in Tenerieffe, and Santa Cruz, in the Island of Palma. At Palmas, on the Grand Canary, there was a very fatal epidemic, and Contagious disease prevailing, on account of which, and with the fact that there were no American Vessels at these Islands, I judged it proper not to go there.

I afterwards touched at the Island of "St. Vincent", and the Island of "Sal", to investigate the complaints of the American Consul at the latter Island, and the Master of the Brig "Choctaw" — the result of my enquiries will be found in the accompanying report, herewith enclosed.

I am, Sir
with respect, Your obdt Servant
Signed, A. L. Sandres
1st Com.dg

Commodore
C. K. Stribling
Com.dg African Squadron

Duplicate

U.S. Brig "Porpoise"
Porto Praya Oct. 12th. 1851

Sir

I have the honor to report that I have visited the Island of Sal, for the purpose of investigating the complaint of the American Consular Agent, and the Master of the Brig "Choctaw" against one of the Authorities of that Island.

The affair seems to have been caused by the irregular conduct of the Master of another American Vessel, which resulted in the Seizure of a Boat by the Custom House, and some wrong feeling in several parties, but it does not appear that "any unlawful, or oppressive Act" had been committed by the Authorities, and they express their desire to be just, and liberal to our Countrymen.

The Vessel that caused the difficulty had since visited the Island, and transacted business without complaint.

I am, Sir, with great respect
Your Obt. Servant
(Signed) J. P. Gardner
Lt. Comdg.

Commodore E. A. F. Lavallette,
U.S.N.
Com'd'g. African Squadron

Ltr Dec 31.

L 177 Dec 26 1857

No

125

U.S. Ship Germantown
Porto Praya
November 1857

Sir

The great wear and tear of our Constitution by the deleterious effect of an African Climate, seem to require a change from it, to one more genial, very necessary, particularly after having endured it twelve Months, a greater length of time expand to its baneful influence, frequently renders one unfit for further Service, to avoid which, I should be happy to have a Change of Station.

It was for a time a rule of the Department to divide the time of Command on the African Coast, between that, and the Mediterranean, I hope the rule will be applied in My Case and that I may be appointed to relieve Commodore Morgan in the Command of the Squadron in the Mediterranean.

I am very Respectfully
Your Ob't Sv't
C. K. Garrison
Lt. Comdg

Hon. William A. Graham
Secretary of the Navy
Washington

L.C.

Ackd. Dec 26

[illegible]

Regards -

Am? 26. Dec? 1851.

Hon Dec 26

U. S. Ship Germantown
Porto Praya Nov? 15th 1851

Sir,

I have the honor to enclose herewith a List of Officers attached to this Vessel on the 31st October 1851; likewise a Tabular Schedule of Crew, Marines & Steerman, up to same date.

I am, Sir,
Very Respectfully
Your Obt Servt
C. K. Stribling
Commdg Afr Squadron

Honorable
William A. Graham
Secretary of the Navy
Washington D. C.

Rec'd Dec. 31st

Ans. Jan 24 Moore

No 16

U.S. Flag Ship "Germantown"
Port of Praya, Nov. 15th 1861

Sir

In announcing the death of Commander Knight, I informed the Department, that I had appointed the first Lieutenant of the "Germantown" Lieutenant Edward P. Thomson, to the command, he has conducted the duties of the Command with Satisfaction to me, he still occupies his room, and Messrs in the Ward Room by this State of things, my own accomodations are some little improved, as in the event of Sickness to one, of two persons, living in the Cabin, their Cot would necessarily be hung, partly over the Dress table. The two State Rooms in the Cabin, being occupied by the Guns, and the pantry, I have no other room in them, than is occupied by our Wardrobes.

This class of Sloop affords accomodation for only one person, in the Cabin, and this Ship, in form, is to narrow in the Stern, that the accomodation she furnishes, even to one, is very limited. Under these circumstances, I Request that no Commander will be sent to her, as long as the Department may see proper to keep me in her.

I am, very Respectfully
Your obedient Servant
C. P. Turnbull
Commander, in Chief
African Squadron

Hon. William A. Graham
Secretary of the Navy
Washington D.C.

10

Rec'd (Dec. 81

No 17.

U.S. Ship Vincennes
Harbor of Porto Praya
November 15th 1851

Sir

In the event of Commodore
The Hon Jno P. Kennedy
I deem it my duty to state that in
my opinion it would be conducive
to Public interests to appoint some other person
as Naval Storekeeper than William H.
Moses the present incumbent at Porto
Praya and I am highly recommend
and Commercial Agent for St Helena
John William Corbett as a trustworthy
and efficient person to fill the situation

Very Respectfully
your Obt Servt
Thos. T. Craven
Commdg African Squadron

L 199 Dec 26 1851

Honorable William A. Graham
Secretary of the Navy
Washington
D. C.

(Ushr. (Lect. 3)

1708 Dec 26 Moore

No 19

U.S. Flag Ship "Germantown"
Port Playa Nov. 19th 1851

Sir

I herewith enclose Copy of a Communication, No. 13, dated Rhonda 1st 1851 forwarded by the "Iowa" (which boat sailed for New York on the 15th Inst), in relation to the disadvantage of this place as a depot, and proposal to change it for St Thomas.

Since the departure of the "Iowa" a Survey has been held on the provisions now in Store, and the following have been Condemned, as unfit to eat, Viz. —
Seventy thousand, and eleven pounds of Bread. Two thousand, two hundred, and fifty nine pounds of Rice, three Barrels of Flour, and two Barrels of Beef.
From the Flour now in Store, (80 Barrels) we are baking our own bread, and a supply of soft bread can be issued to the Crews of the John Adams, and this Ship, while in Port, as long as the Flour lasts, say 10 days, there still remains on board each Ship 10 days hard Bread, and daily looking for the arrival of an American Vessel, now at Buena Vista, which had bread, that can be purchased at a reasonable price, say six cents, and I learn from a letter received by the Naval Storekeeper, from Commodore Gregory, that a vessel was to have sailed from the United with provisions for the Squadron, about the 20th of September, we have

have one in each of the vessels the principal
Articles of Provision for eighteen days, as
as the Crews will be kept on Fresh Bread
Beef &c. while in port. our Sea Stock
will only be used while at Sea. if I
may find it necessary to have two, for
any purpose before the arrival of Monad.

The Porpoise will be despatched
to day on Service to the Islands of Sal
and St. Vincents, and will be absent 6
days. The "Dale" I learn, was at St.
on the 28th ult°. and may be looked f
here every day.

I am
Very Respectfully
Your obedient Servant

M. T. Sands
Commander in Chief
African Squadron

Hon. William A Graham
Secretary of the Navy
Washington D.C.

Bainbridge not yet arrived on Station

No 19)

U.S. Stag Ship "Germantown"
Port Praya Dec. 11th 1851

Sir

The deficiency of Officers in the Brig Porpoise, rendered it necessary to make some change in the disposition of those of the Squadron, and on the application of Lieutenant George S Sinclair he has been transfered to the Brig "Porpoise". Mg Master Higgins of the "John Adams" is appointed to the vacancy made by Lieutenant Sinclair. Acting Master. Charles B Bradley transfered to the "John Adams", and the Senior Paped Midshipman. Thomas W Brodhead appointed Acting Matter of the "Porpoise".

I am
Very Respectfully
Your obedient Servant
C.K.S. Stribling
Commander in Chief
African Squadron

Hon'ble William A Graham
Secretary of the Navy
Washington D.C.

No 211 Navy Department

U.S. Flag Ship "Germantown"
Porto Praya Decr. 12th 1851

Sir

I enclose herewith a list of American Vessels employed in the Whale Fishery furnished by Commander Paulson, which have arrived at the Island of Johanna at various periods.

I am
Very Respectfully
Your obdt. Servt.
C.K. Stribling
Commander in Chief
African Squadron

Honble
William A. Graham
Secretary of the Navy
Washington
D.C.

Mess
L 260 Feb. 14 Hon

Lieut Estudia
Feb 12

File

L 269 Feb. 14 Moor

Arrival	Names of Vessels	Masters	Destination	Departures
March 10th	Marcella	H. Heath	New Orleans	March 11th
April 15th	Le Baron	D. S. Chadwick	do	April 17th
" "	Charlotte	Foster	Havana	" "
May 5th	Maria	Lt. Coffin	Portland	May 19th
" 10th	Montezuma	Hall	do	" 11th
" 10th	Ceres	Norris	do	" 11th
" 10th	Oregon	Sanborn	do	" 11
" 9th	United States	C. C. Smith	Washington	Col. not known.
June 2nd	Jos. Maria	Capt. Pike	Boston	June 4th
" 11th	Dove	Donahue	New Orleans	" 16th
" 11th	Jack Diamond	W. Hanson	Do. Do.	" 12th
" 11th	Echo	Burnes	Amelia Cove	" 22nd
" 13th	Constitution	R. White	Francis	" 16th
" 15th	Dart	Mayberry	New Bedford	" 21st
" 18th	Tenaro	Foster	Mobile	" 20th
July 7th	Leander	Lunt	Portland	June 31st
" 7th	Isabella	Nash	Boston	" 31st
" 5th	Caroline	G. H. Jackson	Boston	" 22nd
" 13th	Thomas	J. Heath	New Bedford	" 26th
" 13th	Draper	Jos. Tate	do	" 26th
" 16th	Clarissa	Gifford	do	" 31st
" 17th	Christo	Hinckley	do	" 31st
" 17th	Montezuma	A. L. W.	do	" 31st
" 17th	Leander	Nash	New Bedford	" 24th
" 22nd	Alto	G. H. Jackson	New Bedford	" 30th
" 24th	Marcella	H. Heath	do	" 30th
Aug. 1st 6th	Griffin	Swain	Providence	August 14th
" 17th	Lewis	Jackson	Salem	" 22nd
" 18th	Bison	Coward	Boston	" 20th
" 20th	H. Lee	Lee	New York	" 28th
" 21st	Victory	Hinge	New Bedford	" 24th
" 23rd	Gaspee	Pope	New Bedford	September 11th

Arrival	Name of Vessel	Master	Port of Destination	Departure	Arrival	Name of Vessel	Master	Port of Destination	Departure
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	August 1st	Caledonia,	Cameron,	Sag Harbor	August 20th
Feb 1st	Erie	Pierce	Amsterdam	Oct 18th	" 29th	Cathcart	Hamlin	West Pt.	Sept. 8th
" [illegible]	[illegible]	[illegible]	[illegible]		" 30th	Columbia,	Devoe,	New Bedford,	" 9th
" 30th	Virginia	W. Rathbun	London via		Sept. 9th	Bal. Journal	Baker,	New Bedford	September 21st
Dec. 5th	Mary Ann	A. Packard	New York						

1844.

Feb. 8th	United States	J. Crowell	West Pt.	Sperm 200					
June 5th	Canton	Weeks	Sandy	Whaling					
April 10th	Montezuma	Allen	New Bedford	April 11th					
" 21st	Swift	Fuller	Nantucket	May 11th					
" 21st	Magnolia	Lewis W.	Lewistown	April 22					
June 19th	Ind. Chief	Ring Comb	Liverpool	May 20th					
" 24th	Royal Shepherdess	Thos Bell	Glasgow	" 26th					
" 25th	Chance	Meriweather	Galway	" 31st					
June 7th	United States	Smith	West Pt.	June 17th					
" 5th	Hannah Marie	Ballard	New York	" 8th					
" 9th	Martha	Howard	Nantucket	July 2nd					
" 11th	Bartholomew Gosnold	Tabor	New Bedford	" 2nd					
" 11th	Tribune	King	do	June 15th					
" 13th	Columbia	Dazell	do	July 2nd					
" 21st	John Coleman	Williams	London	June 25th					
" 21st	Pantheon	Hathaway	Ship Hole	" 25th					
Aug. 5th	Hillsboro	Marble	Havana	July 17th					
" 2nd	Coral	Hughes	Amsterdam	" 16th					
" 11th	Ada	Lehmann	New Bedford	" 20th					
" 16th	Hector	Cuthbert	Havana	" 17th					
" 23d	Surprise	Simmons	London	Aug. 11th					
" 25th	Enterprise	Pitcher	Port Louis	July 27th					
" 27th	Leonidas	Grinnell	Liverpool	Aug. 6th					
" 27th	Sir Walter	Ellis	—	" 2nd					
" 29th	Ariel	Hinckley	Salem	" 6th					
August 1st	Diana	—	—	—					

U. S. Ship Erie

Arrival.	Name of Vessel	1820 Master	Consignees	Cleared
March 13th	Reliance	Finlayson	Low Rose.	March 18th
April 22d	Augusta Ann	Carnham	Low Rose,	April 25th
" 29th	Success,	Thomas	Low London	May 1st
" 29th	Maria,	Moses	Low Gilpin	" 15th
May 1st	Achilles	Shaw	Low Fletcher	" 10th
" 13th	Columbia	Wood,	Low Gilpin	" 17th
" 15th				
" 19th	Earl Stanhope	Carr,	Low Gilpin	" 24th
" 20th	Martha	Hunt,	Low Rose,	June 5th
June 5th	Mary	Lee	Low Gilpin,	" 17th
" 6th	Clarice,	Crowell,	Low Gilpin,	" 17th
" 7th	Jane,	Forsyth,	Low London	" 17th
" 17th	Caroline,	Andrews,	Low Rose,	July 5th
" 17th	Geo Washington	Baker,		June 21st
" 21st	Joane,	Stanley		" 24th
" 26th	Hillinokel,	Fowler	Havens,	Aug. 10th
" 26th	Arthur & Andrew	Jackson	Low	" 5th
" 26th	Bruce	Fuller,	Swanson,	" 5th
" 28th	Abbe,	Lakeman,	Low Gilpin	" 10th
July 1st	Sacramento,	Congdon,	do	" 6th
" 18th	Emmons,	Tilton,	London,	" 24th
" 18th	Martha,	Reed,	Low Rose	" 31st
" 21st	Maria,	Moses,	Low Gilpin,	Aug. 4th
" 29th	Isabella,	Mayfield	do	" 5th
June 29th	Montezuma,	Tilton,	do	" 14th
" 29th	Hercules,	Berry,	———	Aug. 5th
" 11th	Reliance	Finlayson	London	" 21st
" 12th	Mary Patrick	Parker,	Amsterdam	" 15th
" 16th	Columbus,	Anderson,	Low London	Not entered
" 17th	Caroline,	Gilchrist	London,	Aug. 29th
" 17th	Leonidas,	Hyffield	Low Rose	" 24th
" 22d	Bruce,	Fuller,	do	Sept 5th
" 26th	Charlestown	Reed	Low Gilpin	" 9th
" 27th	Hercilla,	Havens,	London	" 14th

Arrival	Name of Vessel	Master	Port of Missing	Departure	Arrival	Name of Vessel	Master	Port of Missing	Departure
Sept 6th	Lt. Cas. Hass.	Freeman	London,	Sept 1st	July 3d	Leander,	Lizard	Fanchaven,	Jan 10th
" 10th	Sarah Sands,	Talor	New Bedford,	" 24th	Oct 6th	Lucia Maria,	Hallis,	Salem,	" 16th
" 11th	Sandusky	Tabb	do	" 24th	11th	Maria,	Morris,	New Orleans,	" 17th
" 11th	Wm Lee	Lee	New York,	" 25th	16th	Frances Ann,	Hardman,	Pembroke,	" 18th
" 12th	Geo. Washington	Baker	New Bedford,	Oct 1st	24th	Duke of Sutherland	Sanders,	Sunderland,	21st
" 13th	Surprise	Simmons	London,	" 9th	25th	Lucina,	Dixon,	New Orleans,	Feb 12th
Feb 20th	Montezuma	Allen,	New Bedford,	" 21st	25th	Juniata,	Lee	do.	Feb 25th
" 26th	Delaware	Wilkinson	London,	" 21st	25th	Augustus,	Young,	Sunderland,	" 21st
Dec 2d	Richmond	Daniel	Providence	Dec 22d	July 25th	Ann,	Swift,	New Bedford	May 15th
					27th	Delphine,	Cutler,	Warren,	" 10th
					5th	Mattanoket,	Austin,	do	" 16th
		1851			5th	Wm Penn,	Jones,	do.	" 15th
January 31st	La Grande,	Harvey,	Hartford,	Feb 2d	11th	Minerva,	Young	Sunderland	" 25th
March 1st	Lewis,	A. Mason,	Fall River,	March 5th					
" 12th	Delaware,	Cuttle,	Warren,	" 15th					
" 17th	Montezuma,	Allen,	New Bedford	" 17th					
April 1st	Leonidas,	Tripp,	Fairhaven,	April 12th					
" 2d	Lane,	C. Smith,	New London	"					
" 2d	Marth,	Pearl,	Fairhaven,	" 31st					
May 1st	Juniata,	Lee,	New Bedford,	May 11th					
" 4th	Mattanoket,	Austin,	Warren,	" 11th					
" 9th	Columbia,	Hinckley,	Hebron,	" 11th					
" 25th	Marcella,	P.C. Hinckley	New Bedford,	" 11th					
" 31st	Clarissa,	Gifford,	do.	--					
June 1st	Wm Lee	Lee,	New York,	June 25th					
" 1st	Mary Ann	Wells,	Sunderland,	15th					
" 5th	Sea	Smith,	New London,	" 23d					
" 15th	Lake,	Wm Hamlin	New Bedford,	" 24th					
" 17th	Marcella,	P.C. Hinckley	do.	" 26th					
" 22d	N. Peters,	Allen,	do.	" 27th					
" 30th	Clarissa,	S. Gifford,	do.	July 12th					
July 2d	Bernard,	Haywood,	do.	" 11th					
" 3d	Peake,	Cole,	Warren,	" 9th					

Sir

The foregoing is a list of ships which have arrived at the Island of Oahu yearly since 1843. This is copied from an abstract of Mr Marshall's an English merchant at Honolulu who supplies the wants of vessels. You will be pleased to observe that the majority are American Whaling vessels.

Very Respectfully
Your Obdt Servt
Thos Mason
Comdr.

Commodore
Wm A. Lavallette
Comdg U.S. Squadron
West Coast of America

U.S. Ship Dale

No. 21

H.M. Ship Samarang
Table Bay Dec. 19th 1851

Sir

I herewith enclose a Report of Survey on the Galley of the H.M. Ship Columbine which has been prepared in the best manner that can be done here, and may be serviceable for a few Months, but upon that I could not be certain.

The most prepared for Service of importance on the Coast of Siberia, when the Report of the Condition of the Galley was made; and when on the eve of departure the letter from her First Lieutenant to Commander Bamow, herewith enclosed, was forwarded to me.

Under the circumstances, should have felt justified in sending her home, were it not that she would have to encounter the severity of the winter on our Coasts, and notwithstanding all the defects of the Ship, I shall conclude to despatch her on Service at this season on the Coast, as the most favourable to ensure, and being satisfied that the Ship can perform Service for four or five months longer.

I have instructed Commander Bamow to return here by the 15th of February next to meet the "Samarang" and proceed to Madeira where both Ships will be in March or April next, and where I hope to meet with

instructions from you respecting the "Labor Stand".

I have
the very respectfully
your obedient Servant.
E. A. F. Lavallette
Commander in Chief,
African Squadron

Hon. Wm
Graham A. Graham
Secretary of the Navy
Washington
D. C.

U.S.S. "John Adams" Porto Praya.
December 18th 1851.

Sir,

In compliance with your directions, I have the honor to furnish you with a written statement of the various defects in this ship, which from time to time I have officially reported to you.

The copper on the ships bottom, on both sides, some three or four streaks below the water line and as far down as can be seen when the ship rolls, is broken in very many places, and requires extensive repairs.

There is a leak in the Magazine and Light Room, which keeps them so damp as to cause material damage to the Fire Works, which are kept there. Above every exercise, we have been obliged to remove the Cartridges of our Passing Boxes, (or rather of many of them,) they having become so rotten from the dampness. our Magazine drifts and shot have long since been ruined. I have been informed by Mr Owens, the Gunner of the ship, that this leak was so bad before the return of the ship to U.S. last fall, that all her Fire Works, small arm cartridges &c. were surveyed and condemned. On her return to Norfolk, this leak was repaired outside - but in consequence of the dock being occupied at that time, the ship was not repaired outside but was then only refitted for an eight months or one years cruise, she having been in commission since June 1849. Mr Hart, Naval Constructor at the Navy Yard at Norfolk, stated to me, and I think also to Mr Owens, that the ship would not bear caulking again.

The only good sails we have are Sets of Main Course,

and Main Topsail, which are new - also, Main and Mizen Topsails, and one set of Top Gallant sails, which are about half worn - also and Main Royals, and his Main Topmast Staying sails new. All her other sails, with the exception of one Staying Sail are old and very much worn - Her Main, and Mizen Topsail and one Main Course not much repaired.

The Main Castle awning is good. Main Quarter Deck and Poop awnings perfectly rotten, not much repair, and so far gone as to be quite unsuitable for the protection of the crew either in rain or sunshine -

This report of the condition of the ships sails and awnings, has been made to me by the Sail Maker of the ship -

The Main Rigging (Pleint) as you are well aware, has long since been carried away, and we have been using hide rope as a substitute -

The Galley, which I have so frequently reported to you, having been surveyed by order of the Commander in Chief of course requires no further mention -

Very Respectfully
Your Obdt Servt
D. French -
1st Lieut & Ex Offr

To
Commander Samuel Barron -
Comdg U. S. S. "Jno Adams" -

Porto Praya Decr 14th 1851

Sir

In obedience to your order of this date we have held a Survey on the Galley belonging to the U.S. Ship John Adams. We find in consequence of many of the bolts having been drawn the Galley has sprung so much, as to allow the Boilers to settle below their proper position, one of the range bars we find burnt in two - the neck of the funnel burnt out, and has settled several inches and is now supported by shores to keep it in its present position. The Starboard Boiler is much burnt in its bottoms and has already a leak which is said to be increasing and has also several blisters which yield readily to the touch and appear very thin, the Port Boiler appears to be burnt very much on the bottom, and has became quite concave. We are clearly of opinion that the resources of the Squadron and the Port, offer no facilities for the repair of this galley we differ in opinion, as to the length of time it may last, as it liable to give way at any moment, the two armorers who are practical men say it may last with care four months the only repair we think practible is bracing it on the after part, to prevent the frame from spreading further and falling to pieces

Respectfully
Your Obt Servt
John S Preble
Commander
I L Lardner 1st Com.

To Commodore C. K. Stribling
Commanding Afn Squadron

C R Thomson
Lieut
Henry Elliott
Surgeon
John Greenwood
Assistant Surgeon

Approved

E. R. F. Tarleton
Commander in Chief
African Squadron

U.S. Ship John Adams
Porto Praya Dec. 16th 1851

Sir

I have to report to you that the Ships Galley is discovered to be leaky, and in other respects requiring repairs, and to ask that a Survey may be called upon it before going to Sea.

Very Respectfully &c
Signed W.C. Tennille
1st Lieut & Ex Offr

Commander Samuel Barron
Comdg U.S.S. John Adams
Porto Praya

Approved
S Barron.
Commander

U.S. Ship Germantown
Porto Praya Decr 16th 1851

Gentlemen

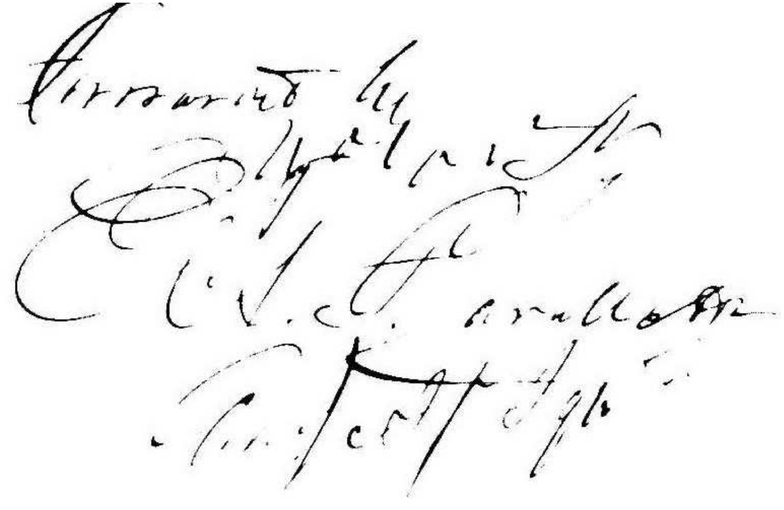
You will hold a Survey on the Ships Galley belonging to the U.S. Ship John Adams and report to me in Duplicate the condition of said Galley, and whether with the facilities of the port or of the Vessels of the Squadron it can be repaired sufficiently to enable the Ship to proceed on her Cruize.

Respectfully &c
(Signed) E. R. F. Tarleton
Comm.d. Af.n Sqd.n

Commr. S.L. Nicholas
Lt. Comt. J.L. Gardner
Lt. C.R. Thomson
Asst Surgn John Greenwood
" Henry Elliott

L Feb 19 Moore

~~L Feb 19 Moore~~



F 138 Lee t 19 Moore

Referred to the Chief
of the Bureau of Con
Struction &c
Navy Dept
Feby 16. 1852

Returns with report
C.W.S

Report Copied -
& indexed Feby 25.

L. 261 Feb 14 Moore

21.

154

U. S. Ship Germantown
Porto Praya December 22d 1851.

Sir

I herewith enclose a List of the Officers of the U.S. Ships "Germantown;" "John Adams", and "Dale", and of the U.S. "Brig Porpoise", made up to this date.

Very Respectfully
Your Obt Servt
C. A. L. Lardner
Commanding African Squadron

Honorable William A. Graham
Secretary of the Navy
Washington
D. C.

Copied at Africa
Dec. 22 &

[redacted]

L 258 Feb. 14 Recd

156

No. 22)

U.S. Slag Ship "Germantown"
Porto Praya. Decr. 22nd 183[illegible]

Sir

In my despatch No. 14 - by the "Perry" dated Novemb[e]r 13th I made you acquainted with the movements of the Squadron under my Command up to that time.

On the 10th Decr. inst. the U States Ship "Dale" arrived at this anchorage: from Commander Pearson I learned, that he had forwarded to the Navy Department, a report of his proceedings up to the time of his arrival at St. Helena, that he sailed from St. Helena on the 2nd Novemb[e]r, arrived at Monrovia on the 11th, that on the 16th he received from Mr J.J. Roberts, President of Liberia, letter marked A, herewith enclosed, and in accordance with the request therein contained, he conveyed Mr. Roberts with reinforcements to Grand Basta on the 17th, and finding the Natives had been driven from the place, and had dispersed, and that there was no apparent necessity for his detention, he returned to Monrovia, thence to this place, thus assembling all the vessels of the Squadron, with the exception of the "Bainbridge" of which vessel, I have received intelligence, and am in daily expectation of her arrival.

In a former communication to the Department, I mentioned that the entire quantity of Bread which remained in the Store House here on our arrival, was, by Survey pronounced

nounced to be unfit to ipse, and that I would be enabled to get a small quantity, from a vessel which was expected there. She has since arrived, and from her was procured eight thousand pounds, and from 4 whale Ships that subsequently arrived, three thousand pounds more. This timely supply placed it in my power to despatch the "Porpoise" on service, and prepare the "John Adams" for the service directed in your instructions, in relation to which detailed contained in the letter of 16th Coffman

On the 12th inst the Barque "Edgar" arrived with provisions. - in her came Commander Nicholas to assume Command of the "Germantown" by the "Edgar" the vessels of the Squadron were enabled to fill up Provisions and Stores for five months, and I had marked out for each a course of service when I received from Commander Bacon a report of the unserviceable condition of the Galley of the "John Adams" and also the bad condition of her hull and sails, this unfortunate state of things rendered it necessary to shorten the intended cruise of the "John Adams" so as to enable her to return to this port, and reach Madeira in March or April next to receive a new Galley, which may be sent and by that time to send her home, or to pursue such course, as you may direct respecting her. She accordingly sailed on the 19th under orders of which paper marked B is a copy.

The

The Brig Porpoise will sail in the course of a day or two for Bathurst, and other places on the coast under orders of which paper marked C is a copy.

The "Dale" will be despatched to proceed to the coast of Africa touching first at Cape Coast thence at all the important places as far South as Loando and from thence to St Helena returning by way of Monrovia to this port and arriving here in April or May. The Bainbridge on her annual beat, and as soon after as she can be prepared I purpose despatching to follow in the track of the "Dale".

The "Germantown" will proceed from this to Madeira in time to reach that Island about the middle of March next where I hope to receive your instructions in relation to the "John Adams", and your determination respecting the change of location of our Depôt. Should you determine on the change which I have proposed, of sending to the Provisions and Stores which are to be sent out, should be shipped in one of the public Store Ships, as her movements could be controuled, and the public property now in store here could be removed by her to St Helena, there are not a great many things remaining.

Very Respectfully
Your obt Servt
C. K. Stewart
Commander in Chief
African Squadron

Hon Geo
Bibb
Secretary of the Navy
Washington D. C.

L Fob M. Moore 1962 Feb 14 Mc

Copy

159

A)

Government House
Nassau Dec 16th 1851

Sir,

I have just received despatches from Grand Bassa, announcing that a formidable attack was made yesterday morning about 7 o'clock upon the Settlement of Bassa Cove by a force of about one thousand Fishmen and Bassas. After a vigorous contest of nearly one hour, they were repulsed with considerable loss on their part. The enemy had retired but it is confidently believed only to return, and to renew the attack with increased force and vigour. The settlers there are worn down with watching and fatigue, and cannot sustain themselves much longer without aid in men and Ammunition. This is earnestly urged in the despatches, and we are now preparing to render them the desired succour, but it will require some two or three days to make the necessary preparations here; and as many more days perhaps will be required in reaching the scene of hostilities. As the natives expect and dread a reinforcement from this place their object will be to anticipate it, and to strike a decisive blow ere it arrive. The presence of your vessel here just at this Crisis seems most opportune, and providential. I have therefore to throw myself, and the perilous and exposed condition of our Coloured Settlements upon your friendly Consideration, and solicit under

earnestly

connected that you will make it convenient
to take me to Batta a distance only of
about sixty miles. Some of the principal
men also there, whom I have consulted, that
in the presence of your Consul there, and the in
terest in coral trade which your taking
me down would indicate to them would
effectually deter the natives, and that an
immediate blow, and thus afford an
opportunity to reinforce Batta Cove, and
put it in a state of security.

I hope Sir, you may find it
convenient to send us the Brig of the present
of the Ship, under your Command at the
scene of hostilities. Be assured Sir it is
nothing less than the cause of humanity for
the protection of hundreds of almost helpless
defenceless Women and Children from the
brutal rage and fury of Savages, for if
Batta should be carried by them we shall
have nothing to entertain but the most
gloomy anticipations for all our Coast
Settlements, and our numerous traders
along the Coast. As it is of the utmost
importance that I should, by my arrival
at Batta, anticipate an attack by the
natives I shall hold myself ready to em-
bark whenever you shall be pleased to give
me notice.

I have the honor to be
Your obdt. Servant
(Signed) J. Roberts
President

Capt. H. Pearson
Ist Ship "Dale"

B

Copy
(4)

U.S. Slop Ship "Germantown
South Coast Decr. 12th 1851

Sir

I am informed by Commander William Pearson of the "Dale" that on the 13th Inst. last the natives inhabiting the Coast of Africa near Grand Bassa had risen upon the Emigrant Settlements there, and massacred a number of the Emigrants that they had been repulsed with a loss of about forty killed and had meditated another attack had not, as it is supposed, the opportune arrival of the "Dale" with President Roberts and reinforcements prevented the parties from putting it in execution.

To encourage emigration alone, it is necessary that perfect security to persons and property, should be insured to those who seek a habitation on the Coast; And from motives of humanity, and good policy, it is equally necessary, to impress upon the minds of the natives, that the Government of the U States, considers all Emigrants under its immediate protection, and will promptly use its power to secure it to them.

You will proceed in the U.S. Sloop John Adams, under your Command, so soon as you are in all respects ready, to Mesurado, East of Africa, and communicate with Mr Roberts President of Liberia, and arrange the Course which will be proper to pursue to attain the objects in view.

It would seem to me that if you were to proceed

proceed with the President to all the principal
Settlements on the Coast landing at each
of them, calling the Chiefs, or Kings together,
and representing to them the unpleasable con-
sequences of punishment in any case of future
injury to the Settlers, it would have the de-
sired effect. You own judgement and
discretion in the manner of proceeding, to
secure the ends, is fully confided in.

After adjusting affairs in the
Settlements of the Emigrants on the Coast of
Liberia, you will be governed in your
subsequent movements by circumstances.
You are also charged with the protection of our Com-
merce in this Quarter, as well as with the
Suppression of the Slave trade, you will af-
ford it all the aid, and support which it
may legally require. Returning to this
place by the 15th of February 1852. on
your arrival here you will find instructions
for your future Government.

I enclose copy of a letter re-
ceived by Commander William Pearson of
the "Dolphin" from President Roberts.

I am
Respectfully
Your obdt. Servt.
(Signed) C. H. J. Paravicini
Commander in Chief
African Squadron

Commander
Samuel Barron
Commanding U.S. Sloop
"John Adams"
Porto Praya

Copy
(No 10)

1665

O)

H.M. Ship Germantown
Cape Coast Dec. 18th 1851

Sir

You will receive enclosed herewith Copy of a letter addressed to the Navy Department by Charles Hoffman Esquire in relation to our Commerce on the West Coast of Africa calling for the protection of our Commercial interests in that quarter.

When the H.M. Brig Porpoise under your command is in all respects ready you will proceed first to Bathurst to the entrance of the Gambia River, thence to Cachao and Bufaro (Rivers Grande, Pongas Dubricka or Pangaro, Mellacorie and Sierra Leone, giving protection to our Commerce in that quarter, and particular attention to the matters complained of in the letter of Mr. Hoffman, returning to this place in time to replenish your Provisions.

On your arrival here you will find instructions for your future government

Very Respectfully
Your Obdt Servt
(Signed) C.A.F. Peshallow
Commander in Chief
African Squadron

Lieut Com dg
Edw. A. Thomson
Com dg H.M. Brig Porpoise

Enclose also a communication which I received from Mr. Hoffman, to which your attention is called

No. 23

U.S. Flag Ship "Constitution"
Porto Praya Dec. 18th 1851

Sir

Commander Lawson returned to the U. States under the decision of a Medical Board, and I take this occasion to express the regret which I feel in parting with this excellent Officer, whose correct deportment, and zealous performance of his duties, while under my command, rendered him a valuable acquisition to the Squadron.

I am,
Very Respectfully
Your obedient Servant
C.K. Stribling
Commander in Chief
African Squadron

Honble
William A. Graham,
Secretary of the Navy
Washington D.C.

U.S. Flag Ship "Germantown"
Porto Praya Dec.r 18.th 1851

Sir

The Medical board of Survey having pronounced you to be in such bad health "as to wholly incapacitate you for duty on this Station and recommend that you be sent to the U.States as soon as practicable"

You are accordingly hereby detached from the Command of the U.S. Ship "Dale" and Lieut. Commanding James L Gardner has been ordered to relieve you. he has been instructed to carry you to Porto Grande in the Island of St Vincent. Cape de Verde's that you may take passage from that Port. On your arrival in the U.States. you will report to the Hon Secretary of the Navy.

Very Respectfully
Your obd.t Serv.t

G.J.T. Tarbell
Commander in Chief
African Squadron

To Commander Carson
Commanding U.S. Sloop "Dale"

Transfer to Lieut Commanding Gardner all public orders and instructions which you have received and which are still unexecuted

Commander W. Pearson
reported in person to the
Department on the 13th
Feby 1852.

J. C.

(No. 94)

U.S. Flag Ship "Germantown"
Porto Praya Dec. 15th 1851

(Sir)

I herewith transmit report of Survey in the case of Acting Assistant Surgeon D.A. Shearman, late of the "Porpoise", whom I have ordered to return to the U. States. his situation on board the Brig "Porpoise" had been filled by Assistant Surgeon Gerard Alexander, from the "Dale"

I am
Very Respectfully
Your obedient Servant

G.T. Sarallo Jr
Commander in Chief
African Squadron

Hon William A. Graham
Secretary of the Navy
Washington D.C.

Moore

L 263 Feb. 14

171

U. S. Brig Porpoise
Porto Praya December 16th 1831

Sir

In obedience to your order of yesterday, we have had a strict and careful survey upon Passed Assistant Surgeon J. J. Brownlee, and find that he has been suffering for some months with disease of Liver and Bowels, which renders him unfit for duty, and as it is impossible for him to recover in this climate, We would respectfully recommend that he return to the United States as soon as practicable.

We have the honor to be

Very Respectfully
Your Obdt Servts
Wm J. Patton
Fleet Surgeon
J. Winthrop Taylor
Pas. Asst. Surgeon
W. B. Sinclair
Pas. Asst. Surgeon

Commodore
C. A. F. Lavalletta
Commanding African Squadron

Approved C. A. Lavalletta
Comm. Af. Sq.

U. S. Brig "Porpoise"
Porto Praya
Dec. 15th 1851

Sir,

I respectfully report to you that the condition of my health is such as to require, in my opinion, a change of Climate.

During the last five months I have been confined to my bed with three very severe attacks of Disease of the liver & bowels - suffering great pain, and subject to a diarrhea which has now become so confirmed as to cause me great anxiety.

In fact - during all this time I have not enjoyed a single day's respite from pain.

So anxious have I been to finish the cruise in this vessel - now so near its termination, and so reluctant to throw the duty on others, - that I have refrained for several months from taking this step. I now feel I must yield to the force of circumstances & consult my safety.

I very respectfully request that you will order a Medical Survey on my condition.

I have the honor to be
very respectfully
Your obt Servant
J. J. Rowlee
Past Asst Surgeon
U. S. Navy

Commodore
E. A. F. Lavallette
Commanding
African Squadron

Forwarded respectfully
J. de Landero
Lt Com'dg

U.S. Ship Swatara
Porto Praya January 15th 1857

Gentlemen

You will hold a Strict and careful Survey upon Passed Assistant Surgeon J. J. Brownell, and report to me the result in writing.

Respectfully Your Obt Servt

[illegible]
Commdg African Squadron

To William H Patton, Fleet Surgeon
" J. Winthrop Taylor, Passed Assistant Surgeon
" William B. Sinclair, " " "

L Feb. 14 Moore L 264. Feb. 14 Moore

No. 25)

U.S. Flag Ship "Germantown"
Port Praya Dec. 18th 1851

Sir)

I herewith transmit Report of Survey on the case of Commander William Peachan late of the U.S. Ship "Dale" whom I have ordered to return to the U States, and report to the Department.

Lieut Commanding James L Gardner late of the "Porpoise" (who I have perceived by the papers is likely to fill the place of Commander Skillman resigned) I have appointed to the Command of the "Dale", and Lieutenant Thomson of the Germantown to the Command of the Brig "Porpoise"

I am
Very Respectfully
Your obedient Servant

C. K. Stribling
Commander in Chief
African Squadron

Honble
William A Graham
Secretary of the Navy
Washington D. C.

U. S. Ship Dale
Porto Praya. December 17th. 1851

Sir,

I would respectfully request that a Medical Survey may be held upon Commander William Pearson of this ship, affected with Neuralgia, which renders him unfit for active service. He has had frequent attacks of this disease, which has prevented him from attending to his duties, and there is every reason to believe that by remaining on this station, a permanent derangement of health would result, if not a sacrifice of life.

I have the honor to be,

Very Respectfully
Your Obdt. Servt.
J. Winthrop Taylor
Pass. Asst. Surgeon

Commodore
C. A. F. Lavallette
Comg. African Station

U. S. Ship Germantown
Porto Praya
December 17th 1837

Gentlemen

You will hold a Strict and
Careful Survey upon Commander William
Pearson, and report to me in Triplicate,
the result of your deliberation

I am Respectfully
Your Ob't Sv't
E. A. F. Lavallette
Commd'g U.S. Ship

To Pas't Ass't Surgeon
" J. Winthrop Taylor
William B. Sinclair
Ass't Surg'n A. Nelson Bell

U. S. S. "Dale"
Porto Praya, Dec 17 1837

Sir:

In obedience to your order of this date we have held a strict and careful sur-
-vey on Commander William Pearson of the U.S. Dale and find him affected with
Neuralgia to such a degree as to wholly in-
-capacitate him for duty on this station:
We therefore recommend that
he be sent to the United States as soon
as practicable

We have the honor to be
Very Resp'y Y. O. S.
J. Winthrop Taylor
Pas'r Asst. Surgeon
W. B. Sinclair
Pas'r Asst. Surgeon
A. N. Bell
Ass't Surgeon

Commd'r
E. A. F. Lavallette
Commanding
Afs'n Coast Squadron

Approved
E. A. F. Lavallette
Commdg. African Squadron

Forwarded by
Your Obdt Servt.

H. Pearson
Comdr

U.S. Flag Ship "Germantown"
Porto Praya
February 25th 1853

(No. 26)

Sir

In my despatch No. 22. dated "Porto Praya Dec. 22d." - I informed you of the disposition I had made of the different Vessels composing our Squadron in the prosecution of our duties.

On the 31st January last I proceeded in the "Germantown" to Porto Grande, Island of St. Vincent, where the Steam Packets running between England, the Brazil Coast & India, stop every month to replenish their coal. - In an English paper which I received there I saw a Notification of the Blockade of a portion of the African Coast in the Bight of Benin, a copy of which is herewith enclosed; and on my return to this port I despatched the "Plunkridge" Commander Manning to that part of the Coast with orders of which paper marked A - herewith enclosed, is a copy.

On the 1st inst the "John Adams" Commander Barron, returned from the Coast of Liberia. paper marked B - herewith enclosed is the Copy of his Report; from it you will perceive, Sir, that the Colonists have had some fighting with the Natives, and from the letter of President Roberts - of which I

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I also enclose a Copy— that they were eminently successful in subduing them, and restoring peace within their border.

The appearance of the "Sale" on the Coast in the first instance, and subsequent appearance of the "John Adams" near the scene of Action, seemd to have contributed greatly to the success of the Squadron's duty in instilling confidence in the people.

I am informed by Commander Marcy that the Pilot of the "John Adams" had become almost useless. A temporary contrivance for cooking will be made.— & I propose having this Post with her in Company for Madeira about the latter end of this Month.— All the Vessels of the Squadron have been provisioned to the 1st. of May next. The Naval Storekeeper has informed the Bureau that Provisions and Stores will be required by the first of that Month.

I am, very Respectfully
Your obedient Servant

M. C. Perry
Commander in Chief
African Squadron

Honorable William A Graham
Secretary of the Navy
Washington
D. C.

Rec.d Apr.l 30.th

Foreign Office Janry. 12.th

It is hereby notified that Earl Granville, Her Majesty's Secretary of State for Foreign Affairs has obtained from the Lords Commissioners of the Admiralty a copy of a despatch dated the 6.th ultimo from Henry William Bruce Esq.r — Commodore and Commander in Chief of her Majesty's Naval Forces on the West Coast of Africa, informing their Lordships that he had issued the following notification of a blockade of ports and places in the Bight of Benin.

"Her Britannic Majesty's Steam Ships
"Enelope" — "Sibra Leone" Oct.r 6.th 1851

In compliance with instructions from Her Majesty's Government, it is hereby notified that a Blockade of all ports and places (except Badagry), situate in the Bight of Benin; from longitude 1° 6 M.s 30' east of Greenwich, will forthwith be established by one, with an efficient force; and no Merchant vessel will be permitted to hold any communication whatever with the ports and places interdicted, from and after the 1.st day of January next.

(Signed) H. W. Bruce
Commodore and Commander
in Chief of Her Majesty's Naval
Forces on the West Coast of Africa

Ld. Granville April 6 Moore.

(B)

U.S. Ship "John Adams"
Port Praya February 1st 1847

Sir

I have the honor to report my return to this port, after having completed the Service with which you charged me.

We arrived at Abanrama on the 31st December, and learned from Mr. President Williams, that His Excellency President Roberts had left that place on the preceding day, with a strong military force for the Bassa Country, and Tradetown; throughout which range of Country, the Chiefs of the different tribes were still in Arms against the Authorities of Liberia, and had been giving evidences of hostility since their brutal Murder of the defenceless women and Children of Fishtown — Bassa Cove — in the early part of November last, by one Grando at the head of a large party of Bassas and Fishmen. We took advantage of the first of the land breeze, and got under way for Grand Bassa, where the Ship was anchored on the afternoon of the 7th January. On the following day I communicated personally with President Roberts, and learned from him, his views, and wishes relative to the assistance which our Ship might afford him, in the important State of affairs along the Coast. — During the Campaign I received several communications from the President, suggesting movements, desirable to be made with

with this Ship, which I readily complied with, as the surest means of carrying our wishes, as I understand them. Copies of those communications I have the honor to enclose herewith, which will inform you of our reasons for anchoring off Gladstone on the 5th January – Off Cape Cop on the 18th and of our departure from that place on the night of the 19th for Monrovia, and likewise of the operations of the Army, which I am pleased to assure you, from President Roberts, have resulted in a complete overthrow of the enemy, and a restoration of security and tranquility to the Settlers from the United States, and Monrovia on that part of the coast.

You order to me by the Dale to discharge the Recaptives from this Ship, and duly executed, as they were belonging to tribes of Nations, who, by a recent Act of the Liberia Legislature, are prohibited from landing at Monrovia. I ordered Commander Gardner to take them in the Dale as far down the coast as "Sinoe town (Point", near which place they belong, and there land them. – I sailed from Monrovia on the night of the 24th January.

I have the honor to be, Sir
Most Respectfully
Your obedient Servant
Commodore
C. A. F. Paraballo
Commander in Chief
U. S. Naval Forces, West Coast of Africa

(Signed) S. Barron
Commander

A 1

158

U.S. Stag Ship "Germantown"
Port of Praya, February 7th. 1852

Sir

When the U.S. Brig "Bainbridge" under your command is in all respects ready for sea, you will proceed to the Coast of Africa, touching at Messurado, Liberia for wood &c., and where you will receive on board eleven Kroomen to be employed in Boats to prevent exposure to the health of your Crew.—From thence you will proceed to Lagos, the northern limit of a blockade, as notified in the publication of the Commander in Chief of the English naval force employed on the Coast for the suppression of the Slave trade; a copy of which is herewith enclosed.

From the notification you will perceive that interdiction to trade on the Coast embraces a portion containing four degrees, and a half, or from 1° to 4°. 30' East longitude (excluding Badagry, which is in longitude about 3°. 05'. 00"), within these limits there are several places with which our Citizens have been in the habit of trading. Such as Lagos, a Danish Settlement, little Popoe, Whyda, and others, all situated within the interdicted limits. The cause for the measures adopted by the English Commodore is stated to be an attack having been made on the boats of the English Squadron by the natives when under flag of truce, and while proceeding up the River Lagos; and as it is generally believed

believed that the African tribes do not hold, or occupy separately, any portion of the Coast to an extent of more than one or two degrees, have seemed to be an unnecessary extent of the Coast embraced in the limits of blockade; in the case of the case it would appear that with the exception of Lagos, and a league or two on each side of it that all other part of the Coast is neutral ground and on which the blockading force assume the belligerent rights, the right of search; it is matter however for investigation, and on your meeting with the blockading force you will make enquiry as to the object of such extent of blockade, as is stated in the notification, and protest against any unnecessary restriction which you may find had been placed upon the Commerce of the U.States.

We are charged with the protection of American Commerce, and in the suppression of the Slave trade, as far as the same may be carried on by American Citizens, or under the American flag. The Commerce of the U.States with the Coast of Africa is rapidly increasing, and becoming every day of more and more value. You will afford to it all the protection and support which it may legally require, and which may be in your power; as opportunities offer you will ascertain its condition and extent.

The rights of our Citizens engaged in

in lawful Commerce are under the protection of our flag, and it is the Chief purpose as well as the Chief duty imposed upon us to see that those rights are not improperly abridged or invaded, and the Government relies with full confidence on the judgement and discretion of its Officers in the employment of the force entrusted to their Command as best to secure those ends, without violating the rights and interests of other people.

You will return to this Port in time to replenish your Stores; and for further instructions.

Very Respectfully
Your obedient Servant
(Signed) C.A.P. Lavallette
Commander in Chief
African Squadron

Commander John Manning
Comdg U.S. Brig "Bainbridge"
Porto Praya

Copy

Government House
Monrovia January 24th 1852

Sir

I have had the honor of receiving your esteemed favour of Decr 13th by Captain Barron of the U.S. Ship "John Adams", which vessel on hearing of our difficulties with the Natives of Grand Bassa — you very kindly despatched to aid us "in such measures as ought be deemed necessary to establish full confidence in the minds of the Settlers of their security, by assurances of protection to them by the Naval Forces of the United States; when their situation needs it"

This kind feeling of concern for the security and future welfare of Liberia; and the sentiments of benevolence you so kindly express, Sir, are sensibly felt, and deeply appreciated by the whole people of this Republic. Your goodness in sending them aid at a time when they so much needed the countenance and support of a foreign power to convince their enemies that they are not forgotten nor neglected in hours of peril — placed us under renewed obligations to your Government, and to yourself; and I assure you, Sir, your kindness in this instance will endure with the history of Liberia — and, I fancy, will never be erased from the memory of her citizens. And in their behalf, I have the honor to present, and I beg you will accept sincere thanks, and grateful acknowledgements

acknowledgements.

Captain Barron arrived at Monrovia two days after our departure with a body of troops for Grand Bassa, which had delayed his proceeding to join us at this latter place, where he arrived, and communicated with me, early in the evening of the 9th inst. It would be impossible for me, Sir, to describe to you the burst of joy that ran through our little camp, when the arrival of the "John Adams", and the object of her visit were announced.

Having just returned to this place, and the time of the departure of the "John Adams" being up, I cannot give you the details of our movements, and must beg to refer you to Captain Barron for particulars. Our operations have been mostly inland from ten, to fifteen miles, parallel with the beach, and extending along the coast about thirty five miles. The presence of the "John Adams" at certain points of the coast along the line of our march no doubt had a favorable effect, and tended much to keep the Natives, near the coast, in check, and also afford us certain means of communication.

I have great satisfaction in stating that Captain Barron readily and promptly assisted in placing his Ship off such points of the coast, where it was deemed her presence would be most important, — and also tendered his services to assist us in any other way consistent with his duty, and instructions.

I am happy to inform you that the Campaign, though it had been an exceedingly fatiguing one, has terminated quite to our satisfaction. We have given the deluded enemy a chastisement which he will long remember; and I doubt not will deter us from any trouble or difficulty in future, in that quarter. We had but seven engagements in the last one had four killed, and twenty seven wounded, two of whom have since died, the others are doing well, and will probably all recover.

With many thanks, and high regard and esteem.

I have the honor to be
Sir
Most respectfully
Your ob't: Humble Serv't
(Signed) J. J. Roberts

Commodore C. A. F. Shaubert,
Commanding U.S. Naval Forces
West Coast of Africa

(No. 91)

U.S. Flag Ship Germantown
Porto Praya February 6th 1852

Sir,

To fill a vacancy on board this Ship, caused by the appointment of Lieutenant Edward R. Thomson to the Command of the U.S. Brig "Porpoise" I have appointed (Taped Midshipman & Acting Master Wesley F. Bassett to an Acting Lieutenancy, and (Taped Midshipman Thomas ~~Hendry~~ Hendry as Acting Master of the "Bainbridge", those following in the line of Seniority; which Appointments I trust will meet with your Approval.

Very Respectfully
Your obedient Servant
C. H. Poor
Commander in Chief
African Squadron

Honorable
William A Graham
Secretary of the Navy
Washington
D. C.

20 27.

Dow 6. Apl. 1852
Ack. April 30th

No. 28/

U. S. Flag Ship "Germantown"
Funchal. Madeira
April 30th 1852

Sir

I herewith enclose the copy of a Report from Lieut Commdg E. A. Thomdon of Services performed in obedience to my orders of the 22d Dec., and also several documents having relation to the affairs of Charles Hoffman Esquire. to which my attention has been directed by the Department

I am
Sir
Very Respectfully
Your obedient Servant
C. A. F. Voorhees
Commander in Chief
of the United States Naval Forces
West Coast of Africa

Hon Wilkins N. Graham
Secretary of the Navy
Washington D. C.

Voor

L of Apl 6 [illegible]

98.

Ack^d. July 2^d.
The documents within referred to were transmitted to
Mr. Hoffman. August 11. 1823.

L 72 June 10 Recd

Copy

U.S. Brig "Porpoise"
Porto Praya. March 13th 1823

177

Sir

I have the honor to report, that in obedience to your orders of 22d. Dec^r ulto. I have visited the several Rivers and ports therein directed, and also Bonavista.

After leaving Porto Praya on 23d. Dec^r I arrived at Bathurst on the Gambia on the 29th. Dec^r, where I found that the American traders were enjoying all the privileges of the most favoured nations, and that no difficulty of any kind had occurred to interrupt them in the lawful pursuit of their trade. The American Brigs "Planet" "Grace," "Rapid," and "Hamilton" were then in port taking in their homeward Cargoes. The appointment of a Consul, or Vice Consul of the United States seems generally to be desired by those most interested in American trade, and I think would be beneficial to our Commerce. I was informed that from thirty to forty American Vessels touched there annually. — Captain Rider of the American Brig Planet, placed in my hands several documents relative to the claims of Charles Hoffman Esq^r of Salem, against several Merchants on the Rivers Cacheo, and Nunez, and as you directed any attention to this matter particularly, I have caused it to be investigated as closely as circumstances would permit. These papers I have the honour to transmit herewith.

After securing the services of an able pilot, I sailed from Bathurst on the 5th. January, and on the 6th arrived at the mouth of the River Cacheo. As it was impossible to cross the bar of this

this River in the Brig, I directed Lieutenant Sinclair to proceed in the 1st Cutter as far as the town of Farbro and investigate the matter complained of in Mr Hoffmans letter, to which You called my attention. After an absence of two days he returned - accompanying this, I have the honor to forward his Report. On the 10th Inst. I sailed for Bissao, and arrived there on the 12th. I directed Lieut Eldridge to investigate the claims of Mr Hoffman against those Merchants complained of, and herewith enclose his Report. - You will perceive by the Reports of Lieut Sinclair and Lieut Eldredge, that the Merchants against whom Mr Hoffman complains so much, are not unwilling, but anxious, to settle with him in the usual manner of the Country. Money is not known in trade on that Coast, and here appears to be the difficulty, they are willing to give Mr Hoffman what produce they have in the Settlement of his claims, but he, it is said, is not willing to take any but such articles as will pay him the largest profit, and which they have not got. Mr Hoffman is said to have occasioned entirely from his having employed a dishonest man as his Agent on the Coast, who acknowledges to have in his possession at this time, notes and accounts to the amount of thirty five thousand dollars, belonging to Mr Hoffman. I think if Mr Hoffman were to send an Agent out, with powers to settle his claims, he would meet with but little difficulty, as there appears to be a great desire on the part of all those against whom he had claims, to come to an amicable adjustment

ment, and pay in such produce as the Country affords.

I sailed from Bissao on the 16th Inst. and arrived at the River Nunez on the 23d. Here I learned from the Commander of H. B. M. Steamer "Myrmidon" that a War was being carried on at Rapaco, about fifty miles up the River, between the Chiefs of the Country, and that the appearance of a Man of War would have a good effect, and also that the American Brig "Allen" was there. I therefore thought it my duty to ascend the River as far as the Seat of War, where I found the two belligerent Armies, or rather mobs, encamped within a few miles of each other, but neither party disposed to strike the first blow. - In this Situation I was informed they had been for the last Seven months, and this I believe is their usual mode of warfare, hence the unusually long duration of their wars. - The trade on this River is of great value, far more So, than that of any other River on the Coast, but it has been almost entirely destroyed, for some years past by the constant petty wars between the native Chiefs. - Captain Berry of the Am Brig "Allen" informed me that he had suffered no further inconvenience from these disturbances, than a great difficulty in procuring his Cargo. After remaining there two days, I sailed on the 27th for the River Pongas, and arrived off that River on the 31st of January.

As our Pilot refused to attempt taking the Brig over the bar, I directed Lieut Sinclair to ascend in the Launch as far as the nearest Settlement and enquire into the State of things on

on the River. We succeeded as far as Farringa. At Commenda Indeno Station, he found the American Brig "Washington" and Sch.r "Susan Shew" Capt. Williams. On this River, as well as on all those that I visited, the American trades appear to be greatly preferred above those of any other nation. I have not heard of the slightest interruption to our Commerce on any part of the Coast. — Immediately on Lieut Sinclairs return, on the 4th Feb.y I sailed for the River Debrica, and anchored at Factory Island on the 5th. I here met with the Mate of one of Mr. Hoffmans Vessels, who is temporarily resident there employed in curing hides. — He informed me, that it would be very dangerous to attempt to get into the Debrica. I therefore pulled in my boat to the Town at the mouth of the River, in hopes of seeing the King of the adjacent territories, usually resident there, but on my arrival I learnt that he had gone to War. I expressed my regret to some of his head men that there should be so much fighting amongst them and hoped they would soon be at peace. — I remained four days at Factory Island, watering, and to give the Crew fresh provisions. — On the 9th Febr.y I sailed for the River Mellacoree, and anchored at the mouth of the River, on the evening of the same day. The next day got under way, and stood up the River, and in the evening anchored a short distance below Devils Island, which was as far up as I could venture in the Brig with Safety. The Natives here appeared to be very much pleased at our visit. There is no American trade on this River. —. With regard to the exports from the rivers on this Coast, from the Gambia to Sierra Leone, there is but little difference. The Chief

Articles are hides, wax, pea nuts, ivory, and some gold dust. The trade on the Rivers is particularly valuable on account of the peculiar fine quality of the hides. On the morning of the 12th I got under way from our Anchorage, but was obliged to let go an anchor, the wind failing us, before we had proceeded more than eight miles, whilst waiting for a wind the French Man of War Steamer "Limonia" passed us, bound up the River, and in a few moments after run upon a Rock, which at low water is entirely bare. She hoisted a Signal of distress, when I immediately directed Act.g Lieut Cohoe to go to her assistance, & afterward had the Launch hoisted out, and sent all boats with a heavy hedge, and Stout hawser, with which she succeeded in getting off in one hour from the time She Struck. The Commander came on board to return his thanks for the timely aid he had received from us. I also let him have my Pilot, as I had no further use for him after leaving the Mellacoree, for which he was greatly obliged. — The Sea breeze making I got under way for Sierra Leone and arrived there on the night of the 13th, and found the American Brig "Chalahoochie" from New York. — On the 16th the American Brig Potomac arrived from Boston. I remained here until the 19th watering Ship, and to refresh the Crew. All kinds of Supplies are reasonable at this place, and money can be got on very favorable terms for moderate Sums. — On leaving this place, I found I had provisions sufficient to warrant my running down to Monrovia, and as I now expected a desire that I should do so, if my time would permit, I therefore Shaped our course for that port, and

arrived

arrived there on the 23d Inst. I found there the Pembroke and H.M. Ste Brig "Spy" President-Polaris was at Bapa. There had been no arrivals from the Gallinas since the Arbr Dams had sailed. I supplied the "Bonetta" with three hundred pounds of Farina, — on our passage from Accra Town on the 30th Ult. Joseph Phillips a Seaman, died on board, of an Affection of the heart. I discharged our Seamen at Sierra Leone at their own request, as they were afraid to go to Monrovia. I sailed from Monrovia on the 28th February for Porto Praya.

In conclusion, I would respectfully suggest, that should it be the intention of the Government to send a vessel to these Rivers annually, that the Season from December to March would be the most favorable. We have had no news from the Gambia to Sierra Leone.

I am happy to say that the general health of the Crew has been good, during this very trying Cruize, and their Conduct admirable. — Several Cases of fever have occurred, but of a mild form, and readily yielding to medical treatment. — The Crew, altho' in general good health, show a want of energy, which is evidently the effect of the Climate, and I think they require Recruits

I am very Respectfully, Sir
Your obdt Servant
(Signed) C. R. Thomson
Lieut Commdg

Commodore C. A. L. Loraine Wells
Commdg African Squadron
&c &c

No. 29

U.S. Stag Ship "Germantown"
Funchal, Madeira
April 30th 1852

Sir

I herewith enclose a communication from Commodore Bruce, acquainting one that the Ports, and places named in the enclosed notice are now exempt from the operations of the Blockade

I am
Sir
Very Respectfully
Your obedient Servant
C.A.P. Lardner
Commander in Chief
United States Naval Forces
West Coast of Africa

Hon William A Graham
Secretary of the Navy
Washington D.C.

No 10 Adm July 3d

Adl 11 June 10 Nov

Copy

("Eurotas" off Ithydah
February 11th 1853

Sir,

I have the honor to acquaint you that the Ports, and Places named in the enclosed notice, are now exempt from the operations of the Blockade established by me on the 6th December last.

I have the honor, &c.
Sir
Your most obedient
humble Servant
(Signed) H.D. Chads
Commodore and Commander
in Chief of Her Britannic
Majesty's Naval Forces on the
West Coast of Africa, &c.

Commodore Tatnall
Commander in Chief
of the United States Naval Forces
on the West Coast of Africa

Copy

Copy

(signed) H Hickman

Secretary

Her Britannic Majesty's
Steam Ship Penelope
Whydah February 11th 1853

Block ade
Elmina Chica
Draffic
Blokow
Porto Seguro
Comutula
ville Popoe
Aghwey
cat Popoe
Porto Novo
Lagos

Notice is hereby given, that the Kings and Chiefs of the places noted in the Margin, having entered into Engagements with Her Britannic Majesty's Government for the Complete Abolition of the Traffic in Slaves, their Sea Coast and Ports are to be exempt from the operations of the Blockade established by me on the 6th December last, and to be considered free as heretofore for the purposes of legitimate trade.

(Signed)

H. W. Bruce.

Commodore and Commander in Chief of Her Britannic Majesty's Naval Forces on the West Coast of Africa.

To

All whom it may Concern

No 30

U. S. Flag Ship "Germantown"
At Sea
May 29th 1852.

To,
Hon^ble Wm A. Graham
Secretary of the Navy.
Washington D.C.

Sir,

I have the honor herewith to forward a Bill for Musical Instruments and Printed Music, for the Band of this Ship.

In forwarding this Bill, I would remark that the Fund, from which Musical Instruments are sometimes purchased with, (Slush Fund); the Ship is deprived of on the Coast of Africa, there being no market for such article..

I am Very Respectfully
Your Obd^t Serv^t
C. A. Farrallo
Commander in Chief
African Squadron

Dom. July 12

No. 31

U. S. Flag Ship "Germantown"
Porto Praya
May 31st 1852.

To,
Honorable
Wm. A. Graham
Secretary of the Navy
Washington D.C.

Sir,

I herewith enclose Report of Commander Gardner, of the Service performed with the U. S. Sloop "Dale" under his command, in compliance with my instructions of 7th. January 1852 and referred to in my Despatch No. 22 dated December 22nd 1851.

I have the honor to be
Very respectfully
Your Obdt. Servt.
[illegible]
Commander in Chief
African Squadron

No 112 July 12 [illegible]

{Copy}

U.S. Sloop "Dale"
Port Praya May 10th 1852.

Sir,

I have the honor to report the arrival of this Ships from a cruise through the Bight of Benin and to the South Coast, in obedience to your order of the 7 of January - Leaving the Cape Verd Islands on the 8th I touched at Monrovia, and after filling up with wood and water, I sailed to the Southward on the 23d of January, keeping near the land.

On the 1st of Febuary I passed near the Castles of El Mina, and Cape Coast, and as there were no vessels at Anchor at either place, proceeded onward, remaining a few days at Accra, and also at Quitta, thence to Whydah, afterwards looking in at Appi, Porto Novo, Badagry & Lagos.

At Princes Island I filled up with water, and sailed for the River Gaboon, where I remained at Anchor between the French Settlement, and King Glass Town, for two days.

I left the Gaboon on the 28th of Febuary for the South Coast arriving at Ambriz on the 16th and St. Paul de Loando on the 18th of March - As visiting St. Helena was left discretionary in Your orders, and believing if I went to that Island, the provisions of the Ship might not hold out, I made the best of my way to this Port, after leaving Loando on the 30th of March, touching at Monrovia

It is said that the Slave Trade has been nearly broken up, but it is believed that nothing except a force of vigilant and active Cruizers, can prevent its being resumed again in all its former activity, until the habits & pursuits of

the people of Africa have been changed, and the Commerce of the Country turned into new channels different from what have been pursued for ages. It is reported that an American Schooner left the Coast with Slaves in January. The Barque "Jasper" of New York after cruizing upon the Coast for six months, succeeded in escaping with a like Cargo, & landed them in Cuba in Dec.r last.

I met with a new York Brig having a Portuguese supercargo & agent on board who had a Bill of Sale, and was prepared to dispose of the Vessel. If sold it could only be for the Slave Trade, as there is no authority on the Coast where she was trading, that could give Her the protection of any Flag after She had ceased to be the property, of a citizen of the United States.

I have the honor to be
Your Obdt. Servt.
Very respectfully
Signed S. L. Gardner
Commander.

Commodore
E. A. F. Cavalletto
Comdg. U. S. Squadron
Coast of Africa.

P.S. I beg to add in a postscript, that all the Kroomen were paid off and discharged, before leaving Monrovia, in obedience to your order -

Respt. &c:
S. L. G.

Home Squad'n

3/Nov.

No. 32.

U. S. S. "Germantown"
Porto Praya
May 31st. 1852.

Sir,

I herewith, enclose the Certificates of Asst Surgeon Wm. F. Patton, and Purser E. D. Reynolds, in the case of Henry C. Whipple Surgeons Steward who committed suicide on board this Ship.

I have the honor to be
Very Respectfully
Your obdt. Servt.
C. K. Garnett
Commander in Chief
African Squadron.

To.
The Honorable
Wm. A. Graham
Secretary of the Navy
Washington
DC.

113 July 12 Moore

U. S. Steamer
Mississippi, March 1st 1832

I hereby certify that Henry C. Whipple an boy of
Simpsons Stevens in the 14 Section of Division
is attached to the U. S. Steamer on board of
the vessel above mentioned. Appointed this 31st
of March 31st 1832, Rule that the date of Enlistment, by
the Ring's Palace Room of Hospital Stand not on the
Rule of this duty.

Wm H Patton
Asst Surgeon U.S.N.

The above named Henry C. Whipple deponent
was born at Calais in the State of Maine, about
twenty one years of age, five feet eight inches high,
dark complexion, Black eyes and Black hair,
and entered the U. S. Naval Service at New York
on the 19th day of Dec. in the year 1830

Approved
John L Nicholas
Commanding U. S. S. Germantown.

Hernandez & Co. 1861.

(Copies Orders &c)

52.

221

Flag Ship "Germantown"
Porto Praya
June 2nd: 1852.

No 33.) To
Honorable
Wm: A. Graham.
Secretary of the Navy
Washington D.C.

Sir,

I herewith enclose Records of Courts Martial, held in the cases of the different men mentioned therein.

You will perceive that the Sentences, have all been carried into effect, with the exception of John. Matthews Landsman, and his, as far as could be under the circumstances.

I have the honor to be
Sir very respectfully
Your Obdt: Servt
C.A. Farrallop
Commander in Chief
of the U.S. Naval Forces
African Station.

N216 July 12 Watt

Done Augt 9th.
Note July 13

Flag Ship "Germantown"
Porto Praya
June 3d 1852.

(No 34) To,
Honorable
Wm. A. Graham
Secretary of the Navy
Washington D.C.

Sir,

In forwarding the enclosed Report of Lieutenant Parker, and the explanation of Commander Gardner, I do so at the request of the former, who is urgent that it may be done; although I informed him that the matter was too frivolous for notice.

The Bread alluded to in this Report, was condemned by subsequent Survey.

I have the honor to be,
Sir, Very Respectfully
Your Obdt. Servt.
Matt. F. Maury
Commander in Chief
of the U.S. Naval Forces
on the African Station.

L 18 July 12 Wattk

Ans. July 13.

L119 July 12 Natl.

U. S. Ship Dale
Porto Praya June 3d 1852

Sir

In forwarding the accompanying Report of Lieutenant Parker, Commander Lardner denies the correctness of his statement, that there was any improper conduct among the Crew, but on the contrary affirms that, they came aft in a most respectful, and proper manner to say that the bread was too bad to eat, which was proved to be so, by a subsequent Survey, ordered within a fortnight, by the Commander in Chief, directing it to be thrown overboard: —

He also affirms that, the improper conduct manifested in the matter, was by Lieutenant Parker himself — who denied in a disrespectful, and insubordinate manner his Commander's right to have any opinion upon the subject.

Respectfully Submitted
by, Your Obt Servant

J. L. Lardner
Commanding

Commodore,
C. A. F. Lavallette, U. S. N
Commander in Chief
African Squadron

U. S. Ship Dale.
Porto Prayas.
May 21. 1852.

Sir.

I respectfully submit the following report to your attentive consideration.

On the 13th of May a survey was called upon a quantity of Bread. Lieut. Montgomery Lewis. Actg Mast. John J Walker and myself were ordered upon that survey.

Accordingly on the following day it was examined, that portion of it which was considered fit for serving out to the Crew was laid aside for that purpose, the remainder was thrown overboard.

On the 15th Some of the Crew came to the Mast and reported the bread as not fit to eat. a few biscuits were shown to Commander Gardner, he pronounced it unfit without examining the whole quantity, and ordered no more to be served out. The men went forward, laughing in a contemptuous manner, which was heard by several of the officers, thereby showing a complete triumph.

Commander Gardner afterwards remarked in the presence

of Several Officers on first going on the
Beach that he should request another
Survey as soon as the Commodore
arrived, which reflected strongly
upon the Conduct and Character of
the Surveying officers.

On the following day, 16th I was called
upon Commander Sanders to ascer-
tain why he had expressed his opin-
ions so publicly to the injury of his
officers, his reply was "that he had a
right to his opinions, and would express
them wherever he pleased". I remar
ked that when called upon a Survey
I considered my honour at stake,
and denied the right of his speaking
in such a manner on the Quarter
Deck, in the hearing of both officers
and men, He then said "you I will
take very good care never to order upon
another Survey, or if I do, I will make
you do your duty". I replied, I have
done my duty, Sir, whereupon he or-
dered me out of the Cabin, and on leaving
it he said, "you have not done your
duty". I then called upon Mr Lewis and
Mr Walker to bear in mind Commander
Sanders remarks.

After leaving the Cabin I was
ordered to confine myself to my apartment.

I am Sir
Very Respectfully
Your obdt Servt
Jno H Parker
Lieutenant
U S Navy

Comm.r E. T. Sanders
Comdg. African Squadron.

Forwarded respectfully
I. L. Sanders
Commander

No. 35.

Flag Ship "Germantown"
Porto Praya
June 3d. 1852.

To,
Honorable,
Wm. A. Graham,
Secretary of the Navy
Washington, D.C.

Sir,

In the event of the Squadron not being withdrawn sooner from the Coast of Africa, I request that I may be relieved from the Command in October next, when the Squadron will all assemble here to re=plenish their Stores. —

It will then be time that the "Germantown" should return to the U. States, as she will have been in Commission Twenty two months; and I will be most happy to return in her touching at St. Pierre Martinique, and St. Thomas thence to New York.

I have the honor to be,
Sir, Very Respectfully
Your Obdt. Servt.
A. S. Wadsworth
Commander in Chief
African Squadron

33—

Home July. 12.

L 114 July 12

No 36.

Flag Ship "Germantown"
Porto Praya
June 4th: 1852.

To
Honorable
Wm: A. Graham,
Secretary of the Navy
Washington. D.C.

Sir,

I have to acknowledge the receipt of your several letters dated first, Nov^ber 29th — acknowledging several of my Despatches Nos 4, 5 and 6, — December 22^d — accompanied by a List of Seamen formerly belonging to the U.S.S. "Yorktown" to be paid off, which has been done, — December 31st: acknowledging the receipt of my Despatches Nos: 3, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, and 18, — also three others dated October and November 13th — and giving your approval of my proceedings as communicated in Despatch No 14. — January 19th: — directing me to send home in the next Public Vessel returning Midshipmen John. T. Wood, and John. Irwin. — January 31st: 1852 — acknowledging the receipt of my Despatches Nos: 13, and 17 — January 31st 1852. — directing me to send one of the Squadron now under my command to Bafsa Cove to protect the inhabitants there against the natives. — Febuary 27th — acknowledging my Despatch No 21 in relation to the Survey held on the Galley of the U.S. Ships "Jno. Adams" accompanied by a Report of the Chief of the Bureau of Construction, Equipment and Repair, on the matter referred to; the new Galley alluded to has been received, also new Fore and Main Topsails for that Ship. Also — a Letter dated Febuary 20th: — in relation to Change of Depot for the Squadron on Coast of Africa, the subject of which you state, is now waiting the action of

} Congress

Congress. — February 28th. — acknowledging the receipt of my several Despatches Nos: 19, 21, 22, 23, 24, and 25. — also two Letters with Enclosures without number dated December 12th and 22nd and approving Acting appointments which I have mentioned in my Despatch No: 23.

I have the honor to be
Sir, very respectfully,
Your Obdt Servt
C. V. S. Roads Esqr
Commander in Chief
of the U.S. Naval Forces
African Station

(1852 June 3d

No 37 To.

Honorable,
Wm. A. Graham
Secretary of the Navy
Washington. D.C.

Flag Ship "Germantown"
Porto Praya
June 3th. 1852.

Sir,

I herewith enclose Quarterly Returns of Punishments, Lists of Officers, Enlistments and Desertions; of the different vessels, forming the Squadron now under my Command.

I have the honor to be,
Sir, Very Respectfully
Your Obdt. Servt
G.T. Sloat
Commander in Chief
of the U.S. Naval Forces
on African Station

(117 July 12 Moore

37

(Rcvd. August 2d)

L 120 July 12 Moore

236

(No. 38) To.

Flag Ship "Germantown"
Porto Praya
June 9th. 1852.

Honorable
Wm. A. Graham.
Secretary of the Navy.
Washington, D.C.

Sir,

I herewith enclose Copy of Report of Commander J. Manning of the Services performed with the U. S. Brig "Bainbridge" under his command, in compliance with my instructions of 7th. February 1852; copy of which was enclosed with my Despatch (No 26) dated February 28th. 1852.

I have the honor to be
Sir, Very Respectfully
Your Obdt. Servt.
C. T. Farrall U.S.N.
Commander in Chief
of the U. S. Naval Forces
West Coast of Africa.

(Copy)

U. S. Brig "Bainbridge"
Porto Prayo June 7th: 1852.

Sir,

In obedience to your instructions of the 7th: Febry:, I proceeded to the West Coast of Africa with the U.S. Brig "Bainbridge" under my Command, touching at Monrovia, Cape Palmas and El mina, and anchored off the English Fort Quitta, on the 10th of March, which place being the western limit of the Blockade, established by the English Commander in Chief, on the West Coast of Africa.

I have the honor to report, that immediately on my arrival at Quitta, I Communicated with the Commanding Officer, and made enquiries relative to the Blockade, then in force, I was informed that the Interdiction had been removed, from all the places, excepting that part of the Coast from "Great Popoe" to "Appee", about thirty three miles in extent, all within the territory of the Kingdom of "Dahomey", I remained off Quitta eight days, Sailed on the 18th of March, looked into "Little and Great Popoe", "Whydah, "Jaken, and Appee", "Portonovo", and "Badagry", and anchored off Lagos on the morning of the 20th:. I found anchored off this place thirteen merchant Vessels principally from Hamburg, and the English Star Steamer the "Jackall" Lieut: Comdg: Benningfield,. I came to this place expecting to receive a supply of water, from a Hamburg Vessel but being disappointed and not being able to procure any from the Coast, and having on board not more than eight days water, I was obliged to leave the Coast, much sooner than I desired, and sailed from the river Lagos in the Afternoon of the 22nd: for Princes Island, but after being four days out, encountering light and head winds from the S.E., and a strong current setting to the S.E. & E. I found I should be out of water,

before I should reach Princes Island, and was therefore under the necessity of putting into the nearest Port, "Clarence Cove" Island of Fernando Po, at which place I anchored on the morning of the 28th.

This place being an excellent little harbour I took this opportunity of giving the Hold a good cleaning, also turned in the dead eyes of the Lower rigging afresh. Rattled down and set up all the standing Rigging. After re-stowing the Hold and filling up with water, I ordered an examination of the quantity of Provisions on board, and it was reported to me that the quantity was short, particularly in the article of Bread, I therefore directed Purser Johnson to purchase what Bread he could find on Shore, he succeeded in purchasing six hundred pounds, this with the quantity of Bread on hand, and by putting the Crew on half allowance of Bread, and stopping four rations per day of Beef and Pork in each Mess, would last until I arrived at Monrovia, and would enable me to return to the Coast in the Bight of Benin, on my way to Monrovia. I also directed the Purser to advance money to the Crew, for the purpose of procuring Yams for the Messes, as a substitute for Bread, which I found answered very well, as the men preferred the Yams to Bread. On the 4th April I left Fernando Po for Whydah off which place I anchored on the 6th looking into all the places from Badagry to Whydah. I remained at Whydah only a few hours, just long enough to visit the Commanding Officer of the Blockade. who informed me that the "Interdiction" had been removed from "Great Popoe", and that the Blockade now extends from "Whydah" to "Appee", a coast not more than twenty one miles in extent. I am fully under the impression that the Blockade will be raised

in a short time from all parts of the Coast, or it will end in the English Government taking possession of all the places from Whydah to the river Lagos, which place they already have possession of, and will retain it. On my return on board from my visit I immediately got under way and proceeded to Quitta for the purpose of laying in a supply of Fresh Provisions for myself and officers, and Yams for the men, I anchored off that place on the 17th and sailed again on the 18th April for Monrovia.

It seems from all I could learn that the English Government wishes to force the King of Dahomey to agree to a treaty, the principal articles of which are, to abolish the Slave Trade and prohibiting the King of Dahomey from making his annual wars on the neighbouring tribes. He was at first willing to agree to the First part but not to the latter, he told Captain Forbes the Officer that was sent by the English Government to negociate a treaty with him, that he had as much right to wage war as his Sister the Queen of England, but however he would take a few days to consider the subject. If the English had been content with the Articles of the treaty, that the King of Dahomey was willing to agree to, it would have been signed before my arrival at Quitta. But when I left Whydah, he had refused to make any treaty with the English, and says the English can't hurt him, and that he knew they had injured themselves more than they had injured him, as their Commerce in the Bight of Benin, before the war was very great, it is now entirely ruined.

The Commerce of the U. States in the Bight of Benin, I consider as nothing, not more than one or two American Vessels ever visit this part of the Coast in a year. During my whole cruise from the time I

left Porto Praya, to the Island of Fernando Po, and my return to Porto Praya, I have not seen but one American vessel the Liberian Packet at Monrovia. It is my opinion that as far as the Commerce of the United States is concerned, there is no necessity for a vessel of war to visit that part of the Coast again for some time, and the Slave trade is entirely broken up.

On the 24th April Jacob Drew (Capt. Hold) departed this life of "Delirium Tremens" this is the only case of death that has occurred on board this vessel since she has been in commission. The Health of the Crew has been generally very good, I arrived at Monrovia on the 12th. of May with only Four Barrels of Beef and Pork on board and about three Hundred pounds of Bread almost entirely destroyed by weevils and unfit to serve out to the Crew. I therefore directed the Purser to purchase for the use of the Crew a sufficiency of the articles most in need of - He succeeded in obtaining Five Barrels of Beef and Pork, and as there was not any Bread to be found on shore, I directed him to purchase Ten Barrels of Flour, and to issue to the Crew One Pound of Flour for 16 oz. of Bread.

I sailed from Monrovia on the 17th and arrived at Porto Praya on the 7th. June after a Cruise of one Hundred and eighteen days, during which time I have been Eighty seven days at Sea, and looked into every place between Monrovia and the River Gaya.

I have the Honor to be,
Very Respectfully
Your Obdt. Servt.
(Signed) John. Manning
Commander.

To
Commodore,
E. A. F. Cavalletta
Commander in Chief, African Squadron.
Porto Praya.

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16.

Ltr 115 July 12 Moore

No. 39.

Flag Ship "Germantown"
Porto Praya
June 11th 1852

To,
Honorable
Wm. A. Graham,
Secretary of the Navy.
Washington, D.C.

Sir,

I arrived in company with the "John Adams", at this anchorage on the 25th. ultimo.- The "Dale" and "Porpoise" were in port, also the Bark "D. Godfrey", with provisions and Stores; the "Dale" and "Porpoise" had already filled up with provisions &c. each for four months, the "Germantown" and "John Adams", commenced to do so immediately, and have each received on board provisions and Stores for five months; say to the middle of October next. On the 7th. June,- the "Bainbridge" arrived, and has also provisioned for four months; leaving in Store four months provisions and Stores, for the Brig "Perry", which vessel I understand, is on her way out, to relieve the "Porpoise".

Reports of the Commanders of the "Dale and "Bainbridge" of Services performed under my orders of January 7th. & February 7th. 1852. Copies of which were transmitted to the Department in my Despatch No 26 dated February 28th.- are forwarded by the same conveyance as this.-

The "Dale" and "Bainbridge" I contemplate sending to the Island of Madeira, for the purpose of recruiting the health of their Officers and Crews; represented to me by their Surgeons, as requiring it. with instructions to pass through the Canary Islands to afford protection to our Commerce as may need it, as far as may lie in their power, and to return to this Port for further instructions

By.

by the middle of October.

The Brig "Porpoise" I shall leave here, to await the arrival of her relief; this Ship with the "John Adams" will proceed to Monrovia touching at Bassa, and other places on the African Coast, thence to Prince Island and Foando, probably to St. Helena, if time and circumstances will permit; and return to this place about the middle of October next.

I have the honor to be
Sir, Very Respectfully,
Your Obdt. Sevt.
A. H. Foote
Commander in Chief
of the U.S. Naval Forces
on West Coast of Africa.

(No. 9

No 40.) Honorable,
Hon: N. Graham,
Sec: of the Navy
Washington. D.C.

Flag Ship, Germantown
Porto Praya
June 18th. 1852.

Sir,

I herewith enclose you Record of the Proceedings of a Naval General Court Martial, held in the case of Andrew Sugent. O.S.

You will perceive that the Sentence has been carried into effect, and the Prisoner released..

I have the honor to be,
Sir, Very Respectfully
Your Obdt. Servt.
A. H. Gardner
Commander in Chief.
U.S. Naval Forces
African Station.

No 16 July 12 Moore

40

Recd August 2d

No 41. To,

Flag Ship "Germantown"
Porto Grayo.
June 25th 1852.

Honorable
Wm. A. Graham,
Secretary of the Navy
Washington D.C.

Sir

Acting Master W. W. Bassett, was transferred to the "Germantown" as an Acting Lieutenant to fill a vacancy; and Passed Midshipman Thomas Roney was appointed acty: Master of the "Bainbridge" of which Changes and Appointments I advised the Department in my Despatch No. 27 dated — February 6th 1852 —

Since then, Mr. Bassett, in consequence of Misconduct, has been transferred to the Bainbridge, acty: Master Mr. Asann appointed an acty: Lieutenant in his place, and acty: Master T. Roney transferred to this Ship.

I have the honor to be
Sir,
Very Respectfully
Your Obdt. Servt.
C. K. Stribling
Commander in Chief
U. S. Naval Forces
African Station.

No 45 July 29 Washt

Done 2. Augt 1852

L146 July 29 Hoard

No 243. Jn.

Flag Ship "Germantown"
Porto Praya
June 31th 1852.

Honorable
Wm. A. Graham
Secretary of the Navy
Washington D.C.

Sir

I herewith enclose duplicate letters of advice, of Purser C. K. Reynolds, in Relation to Bills which he has drawn upon Messrs Baring Bros. & Co London.

I have the honor to be
Sir, Very respectfully
Your Obdt. Servt.
C. Gauntlett
Commander in Chief
U. S. Naval Forces
on West Coast of Africa.

No. 44. } To,

Flag Ship Germantown
Mesurado Roads
July 16th 1852

Honorable
Wm. A. Graham,
Secretary of the Navy
Washington, D.C.

Sir,

In my despatch No. 42, dated Porto Praya, June 29th 1852, I acquainted You with my intention, to sail from that place, in company with the "John Adams" and "Perry" for the Coast. - I accordingly left Porto Praya on the 4th of July in company with the whole Squadron, for the purpose of exercising in Fleet Sailing; and after forming and re-forming various orders of Sailing, which I am happy to say, was executed by the Squadron very creditably; we parted company with the "Dale" and "Bainbridge", and proceeded with the "John Adams" and "Perry" to this anchorage, where I arrived on the 15th Inst. -

An American Brig being about to sail for the United States, gives me the opportunity to forward this communication; as soon as the Vessels are in readiness for sea, I shall proceed upon the cruize, as mentioned in my Despatch, No. 39 dated Porto Praya, June 11th 1852.

I learn here that

the President

L. W. Jul 29 Harvey

President Roberts has gone to England, as it appears to settle some difficulty, which occurred with an English subject, who has had a Factory or place of business, within the territorial jurisdiction of Liberia; and who it is alleged, has violated its laws.-

I have the honor to be
Sir, Very Respectfully
Your Obdt. Servt.
U. S. Naval Officer
Commander in Chief
U.S. Naval Forces on
West Coast of Africa.

Rec'd Nov 30.

8-45 To.

Flag Ship Germantown
Mesurado Roads
July 16th 1852.

Honorable
Wm A Graham
Secretary of the Navy
Washington D.C.

Sir

I herewith forward you, quarterly Returns of Enlistments, Punishments, Transfers, Desertions, & Deaths, for the Squadron under my Command, for the Quarter ending June 30th 1852.

I have the Honor to be
Sir, Very Respectfully
Your Obdt. Servt.
A. Farrand
Commander in Chief
African Squadron.

( )

L 27th Sect Moore

Rec'd. Aug. 30

246

Flag Ship "Germantown"
Mesurado Roads
July 17th 1852.

To.
Honorable
Wm. A. Graham,
Secretary of the Navy
Washington D.C.

Sir,

I herewith enclose Certificate, of Passed Asst. Surgeon Wm. B. Sinclair, of the U.S.S. Sno: Adams; relative to the Death, of Alexander Robinson, late a Seaman, serving on board that Ship.

I have the honor to be
Sir, Very Respectfully
Your Obdt: Servt.
C. A. Farrell
Commander in Chief
U.S. Naval Forces on
West Coast of Africa.

Recd. 27th Dear Moore

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Same Dec 2d

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No 47.

Flag Ship "Germantown"
Mesurado Roads
July 21st 1852.

To
Honorable
Wm. A. Graham
Secretary of the Navy
Washington
D.C.

Sir

The Liberian Government Schooner "Lark," arrived at Porto Praya, June 15th in distress for Provisions, I ordered the necessary articles to be furnished her, which was indeed but small, and she was accordingly supplied, with one Bbl. of Beef, and Four Bbls. of Bread.

On my arrival at Monrovia, I received a communication on the subject from Vice President Williams, (of which the enclosed is a copy,) President Roberts being still absent in England.

I have the honor to be Sir,
Very Respectfully
Your Obt. Servt.
C. P. Lavallette
Commander in Chief
of the U.S. Naval Forces
on West Coast of Africa.

{Copy}

Government House
Monrovia July 20th 1852.

Sir,

On the return of the Government Schooner "Lark" from Porto Praya, it was made known to me, the extreme kindness which the Commander of the "Lark" received at your hands in supplying the wants of his vessel;— and it affords me much pleasure, to have the honor to tender to you the thanks of the Government and people of Liberia, for the lively interest you have, on more than one occasion, manifested for our infant Republic.

It is with extreme solicitude that I learn of your illness, but hope that an all wise Providence may restore you to health,— and that a long life of usefulness may yet be spared you.

I am Very Respectfully
Your Obdt. Servt.
{Signed} A. D. Williams
Vice President

Commodore Lavallette
Commanding the U. S. Naval Forces
on the West Coast of Africa
Messmate Roads.

Recd Jan 29.

Flag Ship Germantown
St Paul de Loando
September 12th 1852.

No 48

Honorable
Wm A. Graham
Secretary of the Navy
Washington, D.C.

Sir,

It is with great satisfaction that I am enabled to communicate to You the prompt and efficient Services rendered an American Vessel aground in the River Congo and Assailed by some 3,000 Savages armed with Muskets &c. - and who would have inevitably caused the entire destruction of the Vessel, if not the lives of the Crew, had not timely aid been rendered her by Lieut. Comdg. Wm. Wood Comdg. H. B. M. Brigantine "Dolphin", her Officers and Crew.

The detailed Statement of the circumstances is herewith enclosed. - You will perceive Sir, that this gallant Officer with that promptness and decision, so characteristic of those of his nation, completely frustrated the designs of a marauding band of Savages, in their nefarious intentions, and finally succeeded by great exertions in extricating the Vessel, from her perilous situation.

This very important service rendered an American brig by an English Cruiser induced me to address a communication to Commodore Henry W. Bruce, Commander in Chief of H. B. M. Majesty's Naval Forces on the West Coast of Africa, expressive of my acknowledgement and appreciation of the gallant conduct of Lieut. Comdg. Wm. Wood, and the officers and crew under his command, - copy of which is herewith enclosed.

In conclusion, hoping that this matter will receive the most favorable

Consideration

Recd Jan 29 Moore

consideration of the Government.

I have the honor to be
Sir, Very Respectfully
Your Obdt. Servt.
C. C. Parke Lt
Commander in Chief
U. S. Naval Forces
on West Coast of Africa

Conv Doc. 25

Sent to Doc 30.

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(Copy)

264

On the 19th June 1832, while H.M.S. Brigantine "Dolphin" Lieut. Comdg: Hon. Wood was lying in the River Congo, An American Brig the "Mary Adeline," attempted the passage up the River, but on reaching Shark's Point, (a position of great danger owing to the strong currents sweeping round it) She touched the ground, and in a few minutes, the Stream and surf embedded her fast a-shore. The danger of the brig was instantly observed by the "Dolphin," who at once made preparations for her Assistance; but while doing so, the Master of the Vessel in distress seeing (so far as himself and Crew were concerned) that nothing effectual could be done to get the vessel afloat, made the distress signal, by hoisting the American Ensign reversed. Within half an hour of the disaster, the Brigantine's boats with Anchors, Hawsers, &c: were alongside the Stranded brig; but the tide falling at the time, rendered merely preparatory measures necessary for heaving off the following day;

To the surprise of all, on the following morning the river was crowded with Canoes, from two to fifty in each, all armed, and at least two thirds with muskets. Their movements left no doubt as to their predatory and hostile movements. A Boats gun, with Ammunition was sent on board and fitted in the brig. The "Dolphin" as soon as circumstances could admit, took up a position within gun range for her protection. The natives appeared determined not to loose their prey, and poured a fire of Musketry into the Stranded vessel, brought their scaling Ladders in front evidently determined on boarding. Under these circumstances the "Dolphin" opened a fire of shot and shell, and in a little time cleared the beach of the Assailants, whose numbers

(must

must have exceeded 3.000. This being done, the next object was to get the brig off: and accordingly every endeavor was made to do so. On the evening of this day (the 20th) H.M.S. Steam Vessel "Firefly" arrived, and sent her boats to assist. During the night the natives who had merely retired to the bush, again returned to the beach, and fired a few muskets on the brig, but with without injury. On the morning of the 21st a movement on the part of the natives took place; they appeared to concentrate and meditate a second boarding attack; but a shot from the "Dolphin" fortunately again dispersed them. The Surf rolled in heavily during the day, increasing considerably the difficulties and dangers of the necessary operations, so much so, that the "Dolphin" Cutter and Crew, was capsized by the rollers and one man seriously injured. Finding it necessary on the 22nd to completely lighten the brig, the Cargo was transfered to the "Dolphin," and by great industry and exertion, the Brigantine succeeded in leaving the "Mary Adeline" off at 6h, 30' P.M.

Every Credit is due to Mr Parksmith Master of the "Mary Adeline," for his constant exertions, correct judgement, and cool determined conduct, under these trying and dangerous circumstances.

Copy

To
Henry W. Bruce
Commodore and Commander
in Chief of H. B. Majesty's
Naval Forces on West Coast of Africa.

Flag Ship "Germantown"
St. Paul de Loanda,
September 12th 1852.

Sir,

On my arrival at this Port to day, I learned for the first time, the circumstances attending the extremely critical situation of the American Brig "Mary Adline" Eakenith Master, by her taking ground in the River Congo, on the 17th June last. The attacks made on her by the natives, the timely helps rendered her by Lieut. Comdg. Wm. Hood, Comdg. H. B. M. Brigantine "Dolphin" and his officers, in assisting to extricate her from so perilous a situation; the prompt and efficient measures taken by him, to protect her from the attacks of a numerous horde of Savages (said to number 3,000 strong, armed with muskets &c.); calls for some acknowledgment of my thanks, to that gallant officer and those under his Command, for their generous and well timed exertions in behalf of the "Mary Adeline".

I herewith enclose Copy of a Communication addressed by me to My Government in relation to the above circumstances, which I respectfully request you will do me the favor to forward to Lieut. Comdg. Hood - and beg that You will at the same time express to him my very grateful appreciation of his Conduct, as well as that of his Officers; for the generous succor rendered under such trying circumstances to an American Vessel - Conduct which is characteristic of the English Officer, ever ready and prompt to assist those in distress: even at the hazard of his own life.

I

It is with feelings of the greatest pleasure, and satisfaction, that I address you on this subject; and regret exceedingly, that my arrival at this Port was so retarded, as to prevent (my) meeting and Communicating in person with You.

I remain Sir,
Very Respectfully,
Your Obdt. Servt.
{Signed} E. A. F. Vanderlitte
Commander in Chief
U.S. Naval Forces
on West Coast of Africa.

No. 49.

"Flag Ship Tennessee"
St. Paul de Loanda.
September 24th 1862.

The Honorable
Secretary of the Navy
Washington, D.C.

Sir,

I herewith, enclose copy of Report of Commander Samuel C. Barron, of Services performed with the U.S.S. Ino. Adams under his Command.

I have the honor to be Sir,
Very Respectfully
Your Obt. Servt.
[signature]
Commander in Chief
U.S. Naval Forces
Coast of Africa.

Ltr. Dec 30

Copy

No 22

U. S. Ship "John Adams"
St. Paul de Loando Sep.r 12.th 52.

Sir,

I have the honour to report that after leaving Monrovia on the 27.th of July, we looked in at Grand Cassa and Trade Town Point, at which latter place, the Kroomen, whom we had received on board from the "Germantown", were landed, On the 31.st of July, we hove to off Cape Palmas at 4 A.M., until daylight, when we ran in for the land, at 12,30' discovered ourselves, to have fallen considerably to leeward of the Cape- after beating against a light head wind, and strong currents till the 2.nd of August. when it fell dead calm- we anchored off St. Andrews, having lost ground each day more and more,- as I had been directed to communicate with the Brig Perry at Cape Palmas, and deliver to her money and bread, I despatched Actg: Lieut: Higgins (who volunteered for the Service) in one of the boats- manned with Kroomen and two Petty Officers of the Ship to inform Lieut: Comdg: Page, that we were at anchor off St. Andrews, where we should await the Brig- On the 12.th of Aug.t the boat returned to the Ship, having reached Tabou fifteen miles to the Eastward of Cavally at which place Lieut: Higgins learned that the Perry had left Cape Palmas and passed down the Coast. I immediately got underway for this place where we arrived on the 3.d inst. I have taken advantage of the stillness of this harbour to replace Seventeen sheets of Copper which required re-newing on the Ships bottom.

I have the honour to be Sir,
Very Respectfully
Your Obd.t: Serv.t
{Signed} S. Barron
Commander

Commodore E.A.F. Lavallette.
Comdg: U.S. Naval Forces
West Coast of Africa

No 23 2.d Dec.r Moore

250 No.

To
The Hon.ble Secretary of the Navy
Washington, D.C.

Navy Dep.t Gun-boat
Forbes Pacific
Oct.r 29th 1852.

Sir,

I have to inform you in compliance with the regulation contained in the 2d Section of the Act to provide for the enlistment of boys for the Naval Service, and to extend the term of the enlistment of Seamen, that the several terms of enlistment of Corporal Corphas M, Hodgson, Cuthbert, Connor and William Millburn, Privates U.S. Marines and Serving on the Marine Guard of this Ship have expired the first, on the 17th August the Second, on the 14th Sept.r and the last, on the 3d & 5th Oct.r 1852.

Private Millburn, in consequence of gross misconduct towards his Comd.g Officer, is now under Charges, awaiting the action of a Court Martial in his case.

I have the honor to be,
Sir Very Respectfully
Your Obd.t Servt
C.A. Stribling
Commander in Chief
U.S. Naval Forces
West Coast of Africa.

Flag Ship Germantown
Roads Norfolk
Octr 7th 1852.

51 To
Hon. The Secretary of the Navy
Washington D.C.

Sir,

I advised you of the distribution, and movements of the Squadron under my Command; in my Communication No 49, dated from this Anchorage Sept 16th 1852 - pursuant to the arrangement then made, I proceeded in the U.S. Ship of war John Adams and Brig Dolphin dispatch on a Cruise to the Southward - and it was my intention to have touched at all the principal places along the line of South Coast with this Ship - but unfortunately I was taken ill a few days after my arrival at this City extremely ill, and by the advice of the Medical Officers proceeded direct to Fernandina Island, in the hope of avoiding the influence of the prevailing rains, which are so detrimental to speedy recovery in this enervating and debilitating climate.

The "Germantown" after her arrival at the latter place, underwent some necessary repairs of her Copper &c. which the Mechanics were enabled to proceed with without difficulty, from the very calm and smooth surface of the fine bay. From there, I Continued (after my convalescence) my Cruise down the South Coast, as far as St. Paul de Loando where I arrived on the 13th of September, and found there the "John Adams" at anchor.

After procuring water and refreshments, the "John Adams" sailed on a Cruise to the Westward, and I proceeded with this Ship up the Coast, touching at this City for wood and water, on my way to Porto Praya - I can learn nothing new in relation to the Slave Trade, it is apparently entirely suspended - as regards our own Commerce, there appears to

&c

I am considerably concerned at parts of the Coast but in consequence of the continued unsettled condition of the different tribes of natives, it evidently requires the presence and protection of our naval force on this station.

I have the honor to be
Very Respectfully
Your Obdt Servt
A. [illegible]
Commander in Chief
U.S. Naval Forces
West Coast of Africa.

Lieut Comdg.

Lieut Comdg Moore

279

No 52. To

Hon Ble John P. Kennedy
Secretary of the Navy
Washington
D.C.

Flag Ship "Germantown"
Porto Praya
Oct 28th 1852.

Sir,

I have to acknowledge the receipt of five communications, dated July 3d and August 2nd 1852 - informing me that my several despatches, with their respective enclosures, (numbered from 28 to 41 inclusive, have been received at the Department.

I have the honor to be,
Sir, Very respectfully
Your Obdt Servt

(C. Gordon Hart)
Commander in Chief
U.S. Naval Forces
African Station.

Copt. Downes

Lieut. Moore

No. 53.

Hon.ble John P. Kennedy,
Secretary of the Navy.
Washington D.C.

Flag Ship Germantown
Porto Praya
Oct. 29th 1852.

Sir,

I herewith enclose Biminsal Returns of Punishments, Desertions &c. of the Squadron under my Command for the Quarter Ending September 30th 1852 inclusive.

I have the honor to be
Sir, very Respectfully
Your Obdt. Servt.

C. K. Stribling U.S.N.
Commander in Chief
African Squadron.

Lab. & Surveyg.

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(Copy) U. S. Ship "Germantown"
Porto Grayo Oct. 29th 1852.

Sir,

In reply to the letter from the Honorable Secretary of the Navy relative to the Drafts upon the Barings of London drawn by me while at Madeira at three days sight instead of at Sixty days sight.

I beg leave to say that previous to my drawing those Bills at three days sight, I examined the state of the Market and found that Bills drawn at Sixty days sight when but eight distant from London, could not have been negociated upon as favorable terms to the United States as when drawn at three days sight.

I found furthermore that it has been customary for the Pursers of our Vessels while at Madeira to draw at three days sight.

Respectfully
Your Obdt. Servt.
E. D. Reynolds
Purser.

Signed
Commodore
E. A. F. Lavallette
Commander in Chief
U. S. African Squadron.

Lab. & Surveyg.

Copy

Navy Department
Jan. 3d 1853

Sir,

I have received your letter of the 29th ult. in relation to the drafts upon the Barings of London drawn by Mr. Reynolds while at Madeira at three days sight instead of at Sixty days sight.

The Department approves your action in the premises.

Respectfully
Your Obdt. Servt.
J. C. Dobbin

Commodore
E. A. F. Lavallette
Commander in Chief
U. S. African Squadron.

No 55. Honorable
John P. Kennedy
Secretary of the Navy
Washington D.C

Flag Ship "Germantown"
Porto Praya
Oct 29th 1852.

Sir,

In reply to your communication relative to Drafts drawn upon the Hon.s Baring Bros. & Co.s of London, I herewith enclose Copy of a Letter addressed to me on the subject by Purser Reynolds of this Ship, explanatory of his reasons for drawing Money at three days, instead of at Sixty days sight.

I have directed the Pursers of the different Vessels, composing the Squadron under My Command, to draw Bills hereafter at Sixty days sight, and a Circular to that effect has been issued.

I have the Honor to be
Sir Very Respectfully
Your Obdt. Servt
C. S. Stewart
Commander in Chief
U.S. Naval Forces
Union Station.

Rec'd Jan 29.

F. Germantown

L 3 Jan 3 Brooke

287

256. Hon ble
John P. Kennedy
Secretary of the Navy.
Washington DC.

Flag Ship Germantown
Porto Praya
Nov 4th 1852.

Sir,

I herewith enclose a Statement made to me by Boatswain T. A Clinch of the U.S.S "Dale" explanatory of the matter at issue between him and Mr Holmes U.S. Consul at Cape Town - in conformity with directions received by me from the Navy Department.

I have the honor to be
Sir Very Respectfully,
Your Obdt Servt.
C. T. Vanderbilt
Commander in Chief
U.S. Naval Forces,
African Station.

(Dom Com. 4

Oct. 25, 1852

Lt. Comdg. Dawes.

Lt. Dawes 29.

Lt. Moore 3 Jan. 7

U S Ship Celle Cape Town
Oct 28th 52

Sir

In reference to a Draft drawn by me at Cape Town I beg leave to state to you the circumstances

I asked of Mr Holmes the loan of one hundred dollars and I would pay it to his agents at Boston, on my return

He said he did not like to wait so long for the money but if I could have it paid in it would do as well and better for him

He said he was going to send some money to New York and he wished to have it paid there I then told him I would write to my Wife and have the money sent to the Bay Bank Bank in time to meet the Draft

I immediately wrote by the Way of England and also direct from St Helena to my wife to send on the money I have had no answer from her, nor any letter from the U S since June 1851 I supposed the Draft paid long since and I feel much mortified at the occurrence

I will forward an allotment to Messrs Secomb & Taylor, or pay them immediately on my arrival home;

I have the honour to be
Sir
Your Obt Servt
F. H. Oliver

To Commodore
E. A. F. Lavallette
Commanding African Squadron

291

Forwarded respectfully

I. L. Gardner

Commander

Copy

291

U S Brig Bainbridge
Porto Praya Oct 18th 1852.

Sir,

In obedience to your instructions of June 30th 1852 I proceeded to Funchal Island of Madeira and arrived at that place on the evening of August 4th sailed from Funchal Sept. 6th and anchored off Santa Cruz Teneriffe on the night of the 8th, - left Teneriffe on the 20th, and arrived at Palmas Grand Canary on the night of the 22d. - Sailed from Palmas Oct. 5th and anchored in the Harbor of Porto Grande on the morning of the 11th Left Porto Grande on the 16th and arrived at Porto Praya on the night of the 17th inst. I remained at Funchal 33 days, Santa Cruz. 11. Palmas 13 and Porto Grande 5 days

About two days before my arrival at Madeira, a portion of the troops at Funchal mutinied, and murdered one of their Officers (a Lieutenant) they intended to have murdered the Major of the regiment, who was the Commanding Officer in the Barracks, but the noise the mutineers made in killing the Lieutenant gave the alarm and the Major had sufficient time to escape, and he fled on board the "Dale" and sought protection from Capt. Gardner, he remained on board of her two weeks, or until the arrival of the Civil Governor on board a Portuguese Sloop of war from Fayal.

It was nearly two weeks after the arrival of the Governor before the Government made any attempt to arrest the mutineers, and on the day they were arrested, Commander Gardner and I received a request from the Governor through Mr. Bayman our Acting Consul, that in case the mutineers attempted to commit any outrage on shore; or made resistance, to land

men from the "Bainbridge" and "Dale" for the purpose of assisting the authorities, we promised to do so, but at the same time were confident that if the Government acted with energy and Spirit no resistance would be made; none was attempted and between thirty and forty were arrested and sent on board a Portuguese Sloop of war then in Port. Since this occurrence the whole Regiment has been relieved, and embarked for Portugal a few days before I left Madeira.

On the 29th of August the Ex Empress of Brazil and Duchess of Braganza arrived at Funchal on board the Portuguese Frigate Don Pedro; the "Dale" and the "Bainbridge" Saluted her on her arrival and also on her Landing.

While at Palmas I had baked 2,600 lbs: of Bread for the use of the "Bainbridge", as it was reported to me, that our Bread was getting Short.

I have the honor to be
Very Respectfully
Your Obdt. Servt.
Signed John. Manning
Commander

To
Commodore
E. A. F. Lavallette
Commander in Chief.
African Squadron.

Copy.

H. S. Sloop "Dale"
Porto Praya October 14th 1852.

Sir,

I have the honor to report the arrival of the "Dale" to day at this Port, having fulfilled your Instructions of the 30th of June.

I arrived at the Island of Madeira on the 1st of August, and remained during the month at Funchal. At the Canary Islands I passed the month of September, visiting Las Palmas, Grand Canary, and Santa Cruz, Teneriffe. On the way down I remained a few days at Porto Grande Island of St Vincent.

I am very Respectfully
Sir
Your Obedient Servant
Signed J. L. Gardner
Commander.

To
Commodore
E. A. T. Cavalletto
Commander in Chief.
African Squadron.

No 57.

Flag Ship "Germantown"
Porto Praya
Nov^br 1st 1852.

Honorable
John P. Kennedy Sec: of the Navy.
Washington D.C.

Sir,

I herewith enclose Reports of Commanders Manning & Gardner of Services performed by them with the respective vessels under their Command. in obedience to Instructions furnished by me & of which I informed the Department in my Despatch No 39 dated June 11th 1852 at Porto Praya.

I have the honor to be
Sir, Very Respectfully
Your Obd^t Sev^t
A. J. Cavalla
Commander in Chief
U.S. Naval Forces
African Station.

Acknd. Nov 29.

No 58. Honorable
John P. Kennedy
Secretary of the Navy
Washington D.C.

Flag Ship "Germantown"
Porto Praya
Nov. 11th 1852.

Sir,

I herewith enclose Lists of Officers, attached to the different Vessels Composing the Squadron under my Command now within reach.

I have the honor to be
Sir Very Respectfully
Your Obdt. Servt
C. H. Gwathmey
Commander in Chief
U.S. Naval Forces
African Station.

Ans 2 Jan 3 Nov

2/8

Ltr & Encl 9-

1859. To.

Flag Ship Germantown
Porto Praya
Nov.r 2d 1852.

Honorable
John. C. Kennedy.
Secretary of the Navy
Washington D.C

Sir,

In my communication of the 7th October ~~ult.~~ 1851 I informed the Department of the disposition made, and duty assigned to the Vessels of the Squadron under my command.

On my arrival at this Port, I found the U. S. Sloop "Dale" and Brig "Bainbridge" at anchor.- I am in daily expectation of the arrival of the "John Adams" and "Perry".

The Vessels are necessarily detained here on account of the non-arrival of the Store Ship -; as soon after her arrival as possible, the Squadron will be fully provisioned, and will proceed on a Cruize.

In Conclusion, I beg leave to assure the Department, of the uninterrupted good health and efficiency, of this Squadron.

I have the honor to be,
Sir Very Respectfully
Your Obt. Servt.
Lex. Parker
Commander in Chief
U.S. Naval Forces
African Station.

L 3d Jan.y Moore

(Lord Jervis 29.

No 60. To,

Hon^ble John P. Kennedy
Secretary of the Navy
Washington U.S.

Flag Ship Germantown
Port Praya
Nov^r 21st 1852.

Sir,

The American Schooner "Advance" has been despatched by me to the United States in consequence of very suspicious circumstances tending conclusively to the belief that she was intended to be employed in the Slave Trade - and which were brought to my notice by the Collector of the Customs Senor Lopes in a communication addressed to me on the 2nd Ult^o - a Copy of which is herewith enclosed.

I immediately ordered a Commission of Officers, Consisting of Commanders Nicholas and Gardner to examine into the case - They proceeded on board the said Schooner, and instituted a strict search in all the Articles stowed in her Hold; and of everything belonging to her, both on board, or landed on shore in the Customs House; and reported to me the result of their investigation, a copy of which is herewith enclosed.

Some delay in despatching her supervened, (owing to the fact of the Governor General of the Cape Verde Islands residing at a distance, and it being necessary to communicate with him prior to taking possession of said Schooner in order to preserve inviolate the friendly relations of both Governments.)

A Copy of the Report of a Commission instituted by him, both parties being represented by officers of each nation - to enquire into the circumstances of the case, is herewith enclosed, and

furnishes

L 3d January 1853

furnishes the strongest evidence of the truth of the well founded suspicions excited on the arrival of this Vessel of the intention of the parties on board of engaging in the illegal traffic in Slaves.

I ordered Actg: Master John T. Walker of the "Dale" to take charge of said Schooner, and proceed with her to the United States entering the Port of Norfolk Va. - reporting to the Department immediately on his arrival. - All the documentary Evidence in the Case, has been entrusted to his Charge, to be delivered over with the Vessel to the proper Authorities of Norfolk.

I also directed him to place the Officers and Crew of the Schooner into the Custody of the proper Officers of the District and to transfer the Prize Crew over to the U. S. Steamer Vessel at Norfolk. 2 Copies of my orders to him are herewith enclosed.

I have the honor
to be Sir,
Your Respectfully
Your Obt. Servt.
C. S. Boggs U.S.N.
Commander in Chief
U. S. Naval Forces
on West Coast of Africa.

P.S. Owing to circumstances beyond my Control, I am unable to forward to You (among the other Documents relating to this Schooner) the Copy of the Report of the Commission instituted by the Governor General of the Cape Verds - The Original Paper is in the possession of Actg Master J. T. Walker among the file of Documentary Evidence obtained here.

Respectfully &c.
C. S. Boggs U.S.N.
Commander in Chief
African Squadron

Ackd Jan: 29.

Jan 29th Decr Moore

"Copy"

Flag Ship "Germantown"
Porto Praya
Nov 21st 1854.

Sir,

You will upon Command of the American Schooner "Advance" and when she is in all respects ready for Sea, You will proceed with her to the United States, entering the Port of Norfolk Va: - On Your arrival there, report to the Honble Secretary of the Navy, and deliver over to the proper Authorities in Norfolk the said Schooner, together with all the papers, You may have in Charge - transferring the Prize Crew over to the U.S. Receiving Vessel at Norfolk.

Should Stress of weather, or any other necessary cause, oblige You to enter a more Southern port; You will proceed either to Charleston, or Savannah. as may be most convenient.

Respectfully
Your Obdt Servt,
(Signed) C & J.F. Lavallette
Commander in Chief
U.S. Naval Forces
West Coast of Africa.

To,
Actg. Master
John T. Walker
U.S.S. "Dale"
Porto Praya.

P.S. Deliver the Officers and Crew of the said Schooner into the custody of the Marshall of the district of the Port

Lt. You may order other proper authorities.

Respectfully &c

(Signed) C. H. D. Gaullette

Com[mande]r in Chief

Pacific Squadron

Memorandum of Papers forwarded with Despatch No 66 dated Nov.r 21st 1852.

viz:

Copy of Orders to Actg. Master John Walker to take Command of Ord.ce Schooner Advance –

Copy of Communication from the Collector of the Customs Porto Praya Communicating his suspicions in relation to said Schoond.r to Com.der in Chief. Marked A

Copy of Report of Commission ordered by Com.dre E & H. Sawkille to examine into the case of said Schooner. Marked B.

Ditto ordered by Governor General of the Cape Verds

A.

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(Literal translation)

Custom House of the Island of
Santiago of the Cape de Verds

Most Illustrious and most Excellent Sir,

There having arrived in this port on the 23d. of the last month, the American Schooner "Advance" of which Louis I de Krafft is Captain and Owner, from the City of New York, the said vessel, I suspect very strongly goes to employ herself in the illicit traffic in Slaves, as she has disembarked in this Custom House, a large boiler, or similar utensil, and fourteen pipes in staves. forasmuch I have honor to pray that Your Excellency will be pleased to take the necessary precautions to prevent the above mentioned Schooner from effecting such traffic principally under the Portuguese flag of which they are accustomed to avail themselves on the Coast of Africa, because, having the flag of the United States of America, I did not proceed against her according to the Portuguese laws for the Repressal of such traffic in attention to the flag to which she pertains

On this occasion I have just notified the respective Consul on this same respect in conformity with the Royal orders to the end that it may result in making such provisions as ought to be taken in cases of this nature

God Guard Your Excellency. Custom House of the Villa da Praya. 2 Member 2d. 1833. —

The

The most Illustrious and most Excellent
Commodore Chief of the Squadron
of the United States of America on
the Coast of Africa.

Jorge Maria Lopes
Director of the Custom House

311

B.

Copy.

342

Flag Ship "Germantown"
Porto Praya
Nov.r 3d. 1852

Sir

Agreably to your order of this date, we proceeded on board the American Schooner "Advance" of New Orleans, last from New York, having sailed from the latter port Sept.r 18th. 1852, - and had a thorough examination of the Articles stowed in her Hold and, am under the Cabin Deck, and have to report that we found on board of her. 8. Jing Pieces of Rice, - 19 - Nineteen Bbls of Bread - 14 - fourteen Water Casks, containing on an average from 150, to 160 Gallons, 13. thirteen Bags of Provisions - 1. Case - marked Hardware, but found on examining it, to contain Medicines and a quantity of Books stowed with them -

From the Schooner we proceeded on Shore, and found that there had been landed from her in the Custom House, One large Box, marked Hardware containing 1 Large Iron Kettle admirably calculated to carry as a Boiler, if such was required, and 14. fourteen Casks or Kegs of 150 Gallons each, which would make, with the 14 Casks now on board 28 Water Casks in all, which Articles we find have been purchased by a Portuguese Merchant, on Shore at this place.
We find also that this Vessel has been Chartered by Antonio Oliviera a Portuguese subject, for the purpose, so stated by the Captain and owner, of Straffic, of conveying him to Angola, for the sum of $600 Six hundred dollars per month, and was to proceed to Loando, at which place the said

Said Captain said he expected to sell the Schooner,

Upon the arrival of the vessel the examinant sum given for her Charter, the Lumber, and Scantling on board the Water Casks, the Pine and the Bricks, in can see no other conclusion than that this vessel is undoubtedly intended for the Slave trade. The landing of the ~~Water~~ Casks, and Bricks, has been done for account of the Great suspicion attached from various circumstances on her arrival, and She was Seized, we believe on the very morning of her Anchoring in this Port by Com^r Manning of the U.S. Brig "Dearborn"

Upon our arrival on board the Schooner, preparatory to commencing the examination we asked, amongst Several other questions, first to the Captain, and Supercargo, what Casks he had stowed under the Cabin deck, in reply they stated that there was but Six inches Space underneath the floor, and that nothing was stowed there, upon examination we found a large Quantity of Bricks which he stated had been put there as ballast and also to bring his vessel more by the Stern.

We also asked the Captain why he brought so small a freight and from the U States, and he replied that he had nothing to do with the freight, that that was entirely the business affair of the persons who had Chartered the Schooner, that his sole object was to dispose of the Schooner.

After mature deliberation upon the various facts in regard to this vessel, we have come to the Conclusion that she was fitted for illicit trafic

=fic

for in Slaves, and recommend that She is Seized and sent home to the U States for adjudication.

We respectfully
Your obt Servts
(Signed) John S. Nicholas
Commander

(Signed) Jas. F. Gardner
Commander

No 61.

Flag Ship "Germantown"
Port Royal
Dec. 10th 1852.

To,
Honorable John P. Kennedy
Secretary of the Navy.
Washington D.C.

Sir,

I herewith enclose Records of a Naval General Court Martial, convened by my order to try several men belonging to this Ship, for offences committed against the Laws and Regulations for the better Government of the Navy of the United States.

I have the honor to be
Sir Very Respectfully,
Your Obdt. Servt.
C. L. Farrand
Commander in Chief
Pacific Squadron.

Acts Jan 29.

1862. To
Honorable
John P. Kennedy
Secretary of the Navy
Washington D.C.

Flag Ship Germantown
Forte Praya
Jan 25th 1862.

Sir,

I herewith enclose the Register and Shipping List of the American Schooner "Advance" which were accidently omitted among the other Documents and Respectfully Request that You will forward them to the Prosecuting Authorities of the U. States against said Schooner, at Norfolk Va.

I have the honor to be
Sir, very Respectfully
Your Obt. Servt.
S. F. Du Pont U.S.N.
Commander in Chief
U.S. Naval Forces
West Coast of Africa

L3 Jan 7 Moore

Recd Jany 10.

Recd 18th Jany Moore

No 13.

Honorable
John P. Kennedy
Secretary of the Navy
Washington D.C.

Flag Ship "Germantown"
Port Prayo
February 5th 1855.

Sir,

I send to the U. States in charge of Lieutenant G. J. Sinclair the American Schooner "Rachel G. Brown" with the Master, Mate, and Crew thereof. This Vessel I caused to be seized, on suspicion of her being designed for the Slave Trade.

Circumstances attendant upon her entry into this Port, led to doubt of her being a lawful trader, and my invitation to the Local Authorities of the place (to assist at an examination of the Vessel and Cargo - Conjointly with my Officers) resulted in the discovery of sufficient evidence to authorize her seizure.

Owing to an assumption of the right, to search American Vessels which may enter the Port, on the part of the Local Authorities, whether to trade, or for succor, and a refusal also on their part to deliver Gold and Silver, Money which was found secreted in the Vessel, by the Commissioners appointed to examine her; and which the persons who call themselves Passengers in the Vessel were permitted to carry on Shore with them - I addressed a Communication (Copy of which is herewith Enclosed) on these and other points at issue, to the Governor General of the Province residing at a distant Island, whose answer thereto, is also enclosed.

From the tenor of his Reply You will

will perceive that the Local Authorities are supported in their acts,- his Statement as to the landing of the Money in New York, is preposterous, the Vessel coming from that Port, it cannot be admitted that it would have been taken on board merely to be landed again, neither would the Captain have presented a Manifest to the Authorities embracing the Money - if it had not been on board - the Vessel cleared from New York for Cape Palmas, on the Coast of Africa - the persons called Passengers to be landed at the Island of St. Thomas - and entered this Port to obtain Water and stop a leak - Consequently as her object was not to trade, it is not conceded that she became amenable to the Local Jurisdiction, unless she committed some act forfeiting the protection she demanded under Compact.

The so called Passengers alluded to, are Spaniards, Natives of Cuba who took passage on board this Schooner from New York - and I have every Reason to believe from the Chain of Circumstantial evidence elicited during the examination - that these men are really the bona fide owner and Crew of the Vessel, intended to replace the Americans, upon their arrival at the destined point on the Coast of Africa.

Amongst other Articles found on board said Schooner, and which justify the suspicions first entertained of her true Character viz 1st - a sufficient quantity of Red and Yellow Bunting to make a Spanish Flag, - a Chart with a Vessels track pricked thereon, from the Bight of Benin, across the Atlantic Ocean to Cuba, - Various Nautical Instruments, and a

Commanders Uniform Cap of the New Regulation pattern, - three Swords, which latter two Articles, joined to the other parts of the Uniform of our Navy, would enable them successfully to deceive the British Cruizers on the Coast, by Representing the Vessel to be a Brig to an American man of War, or in the event of being met by one of the latter, to display the Spanish Flag.

Copy of the Report of the Commission of Officers, in the case of the said Schooner Rachel S. Brown; and also Copy of the Orders issued by me to Lieut. G.W. Sinclair are herewith enclosed.

I have the honor to be,
Sir, Very Respectfully
Your Obdt. Servt.
C.W.C. Grattan
Commander in Chief
of the U.S. Naval Forces
On West Coast of Africa

P.S. I also enclose herewith Copy of a Communication addressed by me (of this days date) to the Governor General

Respectfully
C.W.C. Grattan
Comdg. African Squadron

Dch.r March 31.st 53

L 11th March Inore

Translation.

B.d

When in the Island of Brava I had the honor to receive on the 30th day of Janr. by the hand of Lieut Sinclair your Official Letter from your Excellency, & one enclosed Note in date of 29th of Janr. last past, and brought by the same Officer Communicating to Me by the Schooner (American) U.S. Brave, also the correspondence of the Authorities of Porto Praya upon the same matter.

I am very sorry that from the general Regulation that your Ex.y expects the Ships of the U. States to salute you, does not permit your Excellency to visit me at the Island of Brava for a few days, not only for the pleasure the visit of Y. Ex.y would be to me, but for your high rank and Company, able to prove to your Excellency by facts, my desire to shew my gratitude for (your) (the Services) you Ex.y always kindly rendered to me (or Govt.) at any time that occasion offers.

Especially

Evening the last month, When the
Portuguese Brig "Elvira" entered
this Port, she having Sick Negroes
Onboard, and the Impossibility of
Such Negroes being Sent Shore
Wishing to Obtain the Case
Duly Certified and Investigated Concerning
the Humane Detention of H. B. Majesty
Stock Determination (or made up
my mind Immediately) to Despatch
the Boats Away, or Board the Said
Vessel that brought me the Official
Letters and Information, Laun
Early by your Commandant, Direct
ing me to Proceed Thus forward
the Speedy that exists to Proceed
the good Relations, between the Two
Governments.

For as much as in
this Case (indicates the Conduct of the
Portuguese Authorities) any Subordinate
I Shall Correspond with the Laws,
Orders and Treaties Negotiations and
Hope it Merit my Answers to the
Many last Letters of yours on which
will be Clear and Together with
Justice

Sam

Esq. with your Letter of the 6th
that Morning

Sea Queen

&c &c &c

To
Commodore E.C.B. Lavalette
Comd'g in Chief of the U.S. Naval
Forces, Cape of G. H.

Copy

345

U.S. Ship Dale
Porto Praya, January 22nd 1853

Sir,

In obedience to your order of 5th Inst. we have examined into the character of the equipment and Cargo of the American Schooner "Rachel D Brown" in Conjunction with a commission of Officers from Villa da Praya and we respectfully Submit the following Report.

The Rachael D Brown Sailed from New York early in December, and her Ships papers appear to be correct. An endorsement in her Register Shews that She has been mortgaged to a Spaniard for $35,500, an Amount more than equal to her value, as a bill of Sale to her present Commander, and nominal owner is for a large Sum. There are Six Passengers on board, four Spaniards, One Portuguese, and a negro Servant, native of Cuba. — One of those Spaniards we have ascertained, is an experienced Navigator on this Coast, and exercised over the Captain during the Voyage, a Great influence. In the Trunks of two others of the Passengers we found Nautical Books, and instruments, a Chart such a track from the Bight of Benin to Cuba, and a passport for one of them as a 2d Pilot. We also found just Sufficient Quantities of Sail & Cotton bunting to make a Spanish Flag. The Man who appeared to be the principal Passenger, and who we ascertained, exercised a great Control over the Vessel, we are of opinion is the same person who holds the Mortgage, as in the berth in which we found the Money, which he claimed,

We

we found a Commission addressed to the same name as that on the Mortgage. The on the Cargo is but the name is differently spelled, and the marks on the principal part of the Cargo correspond with his initials. The foregoing circumstances confirm us in the belief that the Vessel and her Cargo are really Spanish property. Her Cargo of Cargo is just such a one as is usually loaded with on this Coast, tho' it is difficult even as one is unable procure a Cargo of Slaves. We find many Articles of Cargo not named in her Manifest and an unusual Quantity of provisions especially Bread and Beef the former all in Casks that would hold water, also the exact Quantity of Lumber and Casking to lay a Slave deck in a few hours. An extra Caboose house, the necessary Quantity of bricks and lime to put up a Slave boiler and the fuel to use with it. Also a much larger number of Casks now in use for water than a Vessel of her Size usually carries, and her whole Ground tier is stocked with Casks now filled with Rum, but which, when emptied of their Contents, would Contain probably Six or Seven thousand Gallons of Water. There are her Compl. Complement of 5 Gallons each.

We also find one bag marked to Contain 115 Spanish doubloons. 3 ⅓ Others tied in a handkerchief, and a bag marked to contain $500 in Silver. The Watch, and two kegs of Gold, and Silver, named in her Manifest, we were not able to find. These And other Circumstances induce us to think that the Schooner is intended to

Carry

Carry a Cargo of Slaves and that there are sufficient Grounds to justify her being seized and sent to the United States for trial. We have omitted to State, that on examination of the Cabin Medicine Chest, there are in the hold two large boxes marked Medicine which do not appear on her Manifest, and an unusual outfit of Guns.

We are Sir
Your Ob. Servts
(Signed) John S. Nicholas Commander
J. C. Gardner Commander
Sr. A. Sinclair Lieutenant

Commodore
C. A. F. Mullowy
Comr in Chief
U.S. Naval Forces
West Coast of Africa

N.B. In all Slavers, large Quantities of purgative Medicine are used, and also large Mats at the Mouths of the Slaves, of this Article there is a Quantity on board

(Copy)

His Excellency,
Lon Fortunato Jozé Barreiros.
Brigadier Governor-General
of the Province of Cape Verde.

Sir,

I have the honor to acknowledge the receipt of Your several Communications of February 7th in reply to those received from me dated January 29th ult°. - and I regret exceedingly to say that the whole action of the Local Authorities of Porto Praya, as approved and supported by the decision of Your Excellency, in the assumption of the right to visit and search all American Vessels entering the Ports of the Portuguese dominions, with the view of ascertaining if said Vessels be intended for the Slave Trade; - is by no means satisfactory or Conclusive.

The withholding, also of the various Articles found by the Commission during their Examination on board said Schooner also authorized and confirmed by Your Excellency's decision - deprives me of the power of forwarding to the United States many Articles to be used as proofs on the trial of the suspected Vessel, all Confirmatory of the illegal designs of the parties on board said Schooner "Rachel C. Brown" to engage in the iniquitous and revolting traffic in Slaves.

I am therefore, after mature Consideration Reduced to the alternative of referring the whole matter to my Government

for

for its action and decision.

I take this opportunity to reiterate to Your Excellency the expressions of my distinguished regard and consideration, and have the honor to remain

Your Excellency's
Most Obdt. Servt,
(Signed) E. H. J. Faullette

Commander in Chief
U.S. Naval Forces on
West Coast of Africa.

"Flag Ship Germantown"
Porto Praya.
February 5th 1853.

Copy -

His Excellency
Don Fortunato Ize Barreiros
Brigadier Governor General
of the Provinces of Cape Verde.

Most Excellent and Illustrious Sir.

It is with feelings of the most extreme regret that I have to lay before Your Excellency's notice a Report of the facts elicited in the Case of the American Schooner Rachel S. Brown.

The Circumstances consequent upon the entry of that Vessel into this Port, on Saturday ult.o the 22nd of the present Month, have been productive of some misunderstanding or misconception of the Treaty Stipulations existing between the two Powers on the part of the Local Authorities of this Island - a persistance in which, would inevitably lead to difficulties and disputes; they assume the right to search any American Vessel which enters the Port, and whom they may suspect to be intended to be employed in the Slave Trade - and after searching Her thoroughly by the Removal of her Cargo, if in their opinion the Vessel is designed for the illicit traffic in Slaves - to order Her to leave the Port in twenty four Hours -

I can well suppose that Circumstances might exist, which would justify the Authorities in instituting a Search for other objects such as Contraband goods or Articles &c, but in so doing it would be proper that the American Consul should be consulted or informed of the matter - but the assumption of the right to make an indiscriminate

indiscriminate search of American Vessels under the mere pretence of a suspicion of their being intended for the Slave Trade is an arrogation of authority that the United States cannot allow to any power, it being at variance with the established Law of Nations.

The only security known to the Law of Nations upon the subject, independantly of all special Covenant, is the Right of personal visitation and search to be exercised by those who have the interest in making it- the Authorities of Santiago could have had no interest in searching the Rachel P. Brown - even if proof positive existed of her being designed for the Slave Trade- the American Government having placed a Force in these waters for the suppression of this Traffic, is the only party interested in the matter when it refers to American Vessels. And- the act of search on the part of any nation would be considered a wrong- a trespass which could not be justified only when done for some purposes, allowed to form a sufficient justification by the Law of nations. The Right of visitation and search (being an exclusively belligerent Right) cannot be exercised in time of Peace.

In the precedent case of the "Advance", there was a mutual understanding and Co-operation between the Authorities of the Port and myself- and in the present case the visitation and search by them was made by my invitation and with my concurrence- but I have grounds of Complaint (not therefore for the visitation and search of said Schooner) but for the assumed position taken by the Authorities in repudiating any invitation as a Compliment to them, and declaring that they alone possess the Right, the exclusive Right to visit

and search American Vessels under all circumstances, which is (as must be clearly evident to all) a false position, and an infringement of the principles of International Law.

I have also another point to lay before Your Excellency, viz the fact of the Collector of the Customs, claiming the right to retain in his possession, the Register of any American Vessel that may enter this Port- which is an assumption of power on his part without Authority or precedent, and which establishes a case unparalled in spirit, and the consequences liable to flow from the foundation of such a principle cannot be foreseen-

I will now proceed to a brief statement of the facts relative to the affair of the American Schooner Rachel P. Brown- being anxious to address myself to the Portuguese Government with that frankness which is due to the friendly relations existing between the two nations; and with that temper requisite for the preservation of the important interests involved in this proceeding- being assured that when Your Excellency is in possession of the whole statement of the matter You will direct the speedy adjustment of the difficulty- according to the principles of justice, equity, and the law of nations.

The American Schooner "Rachel P. Brown" Nickling Master- from New York- bound to Cape Corsez on the Coast of Africa, entered this Port on the 21st day of this month- from the very unusual movements attendant upon her entry into the Harbor- I was led to believe her to be of a suspicious character.- Soon after her anchoring, I landed for the purpose of conferring with

with the Authorities as to the propriety of a strict examination of said Vessel - I found several of the latter, in consultation, the Master of the Schooner in Company, - and to prevent any interruption of their deliberations, by my presence - I merely observed "When You wish to Consult me" "Gentlemen, You will find me at the house of the" "American Consul" - and passed on - Shortly after, the Collector of the Customs called on me at the Consulate and informed me that he had learned sufficient of the Character of said Vessel to justify the suspicion of Her being intended for a Slaver - and at the same time requested that I would detail a force, additional to that he had caused to be placed on board to ensure Her security - I informed him that the Schooner was near the Dale, and that I would give instructions to her Commander, to set a watch upon that Vessel, to prevent Her escape. - On the following morning I received a communication from the Collector requesting my assistance to furnish him with boats and men, which request was promptly complied with - and I also detailed three Officers to co-operate with a similar number from the Shore in the examination of the Cargo &c, of said Schooner - and the matter was proceeded on, with, as I imagined, a perfect understanding between all the parties concerned.

But I was disappointed as Your Excellency will perceive (by the documents accompanying this despatch) in my expectation of that perfect unanimity and harmony which should exist between the Officers of two Governments when concerned in, and Combined on Joint duty - The very last of the

part of the Commission representing the Authorities of Santiago, not wishing to embody their views of the case, in the Report of my Officers, but persisting in making a seperate one - proves that there was a want of that good feeling and Cordial sympathy, which should always actuate all friendly parties in their relations and transactions with each other, and the more particularly, when engaged in Official, and government business.

In the early part of the examination the Military Commandant Major Moraes - suggested to my Officers, the propriety of an Armed force being sent from the Vessels of war on board the said Schooner, for her safe keeping - which suggestion was complied with. Some time after the Schooner was ordered to sea, within the space of Twenty four hours - and the Authorities demanded that the said Armed force should be withdrawn from her, and the Master allowed to proceed freely, and unmolested to sea; until out of the jurisdiction of the Portuguese Flag - all of which Regulations of the Port, were strictly complied with, by me.

It is therefore to Your Excellency, in the first instance, that I have to protest against the continuance of these flagrant abuses - Relying with confidence on Your immediate interference to put a stop to proceedings injurious to the dignity of my Government, Contrary to the Law of Nations, and which if they continue cannot but interrupt the Harmony so long and so faithfully established between Portugal and the United States of America.

I abstain from any further observation for the present, and beg

Your

Your Excellency to receive the assurance of my
high consideration.

I have the honor to be
Sir Very Respectfully
Your Obdt. Sert.
{Signed} C. H. Y. Carvalletto.
Commander in Chief
of the U.S. Naval Forces
On West Coast of Africa.

Flag Ship Germantown
Harbor of Porto Praya.
January 26th 1853.

Copy-

No. A.

Translation.

General Government of the Provine
of the Cape de Verds

Sir,

To the letter of Your Excellency dated Jan.y 29th last- in which Your Excellency protests against the proceedings of the Collector of the Custom House of this Island, for keeping the Registers of American Vessels, that enter the said Harbor, independantly of the resident Consul- citing Laws and instructions of Your Government in this Relation, I have the honor to answer Your Excellency as follows.

The 10th Article of the Laws of H. F. M. dated Decber 10th 1836- that prohibit the traffic in Slaves- in the Portuguese dominions, and the 2nd Article of the Ruled Instructions annexed to the orders of the General Government of this Province of Decber 15th 1839- oblige the Collectors of the Customs to retain the Passport or Register of all Vessels which may enter the Ports of the same Province- as security for the expenses or Fines for whatever infractions of the Police Regulations.

Another Law of the said General Government, of 25th Jan.y 1849- ordained that the same Instructions, should continue in full force, and remain the same in Relation to passengers, which had once been altered by an ordination of 1847. therefore the Collector of the Customs House at Porto Praya by detaining the Passport or Register of-

of the Schooner Rachel P. Brown, until the moment of the departure of said Vessel acted according to the general orders established in such cases.

There was no official knowledge in this Province of the Act of Congress of the United States of 28th Feby 1803 which Your Excellency cites in Your letter, to which I answer and I am forced to confess that the 11th Article of the Treaty of Commerce between the United States and Portugal affords Your Excellency sufficient grounds of foundation for complaint, to require that the general practice till now followed should be really modified, it having been forgotten I am sure by my predecessor who in 1847 invalidated the aforesaid Regulations of 15th Decber 1839. that such acts to which Your Excellency alludes existed.

Although now, according to the proper measures which Your Excellency now makes known, matters will be con=
=veniently arranged, as at this same date I forward orders to all the Custom Houses that immediately on the aforesaid Papers belonging to American Vessels having been examined they shall be delivered up to the Consul, Vice Consul or Commercial Agent, those functionaries signing on the Book of Customs a receipt of the reception of such Papers - as well as, to the effect that they will be Responsible for the expenses, fines &c, for which those Papers were the security.

{By

By this means the Consul of the U.S. may fulfill the obligations imposed by the 11th Article of the Treaty of Commerce between our two nations, and also at the same time the requirements of the Article 1st of the same Treaty may be verified to the American citizens subject to the Laws and Orders of the Portuguese Government, most especially the Commercial Rules in force.

I improve this opportunity to reiterate my protestations of distinguished Consideration and that I have the honor to be

Y. Yr Excr

The most attentive Reverence
and Servant
{Signed} Fortunato José Barreiros
Brigadier and Governor General

Governos Quarters
At Porto Praya -
Feby 7th 1853.

To the most Illustrious & most Excellent Sir.
E. H. St. Laballette
Comdr in Chief of the
U.S. Naval Forces
On the Coast of Africa.

Copy.

Translation.

No. 13. General Government
of the Provinces
of the Cape de Verds.

Sir,

In the letter of Your Excellency dated Janry. 29th. last You give me notice that You have heard that the Authorities of this Port, permitted the landing of all the baggage and effects of such Passengers arrived in the American Schooner Rachel P. Brown, and that You required from the Collector of the Custom House at Porto Praya such effects as they were necessary as indirect proofs on the trial of the same Schooner before the Courts of the United States, and that, that Functionary did refuse to accede to the demand of Your Excellency, declaring however, that the same objects should be kept, and sealed up in the Custom House until My decision was known.

Your Excellency also informs me that You have intelligence from the U. States, that an individual named Joze Perreis sailed from Cuba for the U States as agent of a Company for the purchase of Slaves on the Coast of Africa, that one of the Passengers of the Schooner bears the same name, which induces Your Excellency to believe, him to be the same person — that the Manifest of the Vessel mentions a great quantity of money, which Your Excellency believes to be destined for more than one Cargo of Slaves — and also for

the

the purchase of other vefsels, and therefore that the proceedings of the Collector of the Custom House enabled such individuals to carry away from the Schooner all the money as well as that which is in the baggage in the Custom House - That there are also other Articles of Uniform of an American Naval Officer and some papers directed to Mr Pernies which in the understanding of Your Excellency prove him to be the real Owner, not only of the Ship but also of the Cargo - Your Excellency Concludes Your letter manifesting the confidence You have, that the Schooner should be put as far as may be possible in the same Condition she was found by the Portuguese Authorities relative to the Articles found on board - I answer truly to all the parts of this letter, as follows, although the matters might not come after the same order as they are pointed out - for the better Consideration of the answer -

The American Schooner Rachel P. Brown, that surely was destined for the Slave Trade, entering and anchoring in this Harbor must be since then considered to be under the protection of the Portuguese Flag - but also subject by the same part to the visitation established by the Laws and Orders of the Portuguese Governments. It was in obedience to those Laws and Orders that the Commission which superintends in all cases of the Slave Trade at Porto Praya, has proceeded on board of that vefsel to

discover

discover if there were any articles which might show Criminality meditating a rigorous search at which by the most frank and faithful accordance of the same Commission and according to the desire of Your Excellency, there assisted some of the Officers of the American Squadron It could not commence the search on the 21st of Jan.y as the hold of the vefsel was filled with Articles - and there were no boats to discharge the Cargo in, nor sufficient hands to remove it - they were forced to fix the following day for the search which could not be finished on that same day, and to prevent any doubt, that any article would abstracted during the night, the same Commission profited of the offer of the American Officers in their Co-operation of what had been effected of sending on board a Mashipman and four American Soldiers, instead of some sailors, with whom the Commission would have been satisfied - beyond the Competent Fiscal Guards.

The Search finished on the 23.d and the Commission manifesting always the same frankness and faithfulness which Characterised all their acts, availed itself in all their acts of the said American Force to examine whatever was stowed in the more hidden places of the Schooner - some of the bales were indicated and opened by the persons under Your Excellency's Command. the aforesaid Officers have been present during the whole affair, and they have examined carefully every article found, therefore they

ought

ought to be convinced that the trunk of gold and two Kegs of Silver and gold - mentioned on the so called Manifest of the Ship, are not on board - because if they really had been it was impossible to escape the most solicitous and careful enquiries made by the Commission and by the Officers that aided it, all of whom had previously seen the mention of the money on the so called Manifest, an informal paper without date, or signature and unauthenticated by any authority, which alone is sufficient proof of the destination of the Vessel -

There not being (according to the result of the Search) this money on board - how could it have been taken out of the Vessel subsequently when the baggage and other effects of the passengers were landed - I faithfully believe that such money has not been landed in this Port., it also appears by verbal declaration of the proper master of the Schooner before some of the Commission that it was landed in New York -

Your Excellency has in your possession a Copy of the Report of the Search made by the Portuguese Commission, which has been sent to you by the Custom House Collector at Porto Praya and in which Search as I have before stated the Officers have assisted - Therein is specified everything I mention and I appeal to the honor of the said officers for the truth of the facts there set forth, will sure {that

that they will confirm that truth, which I never could doubt for the Credit which the Members of the Portuguese Commission deserve of me - Therefore it is evident that the Collector of the Custom House at Porto Praya - in permitting the landing of the bagage of the passengers did not enable the said Jaze Pernies (if really he is the same) to take out from the Schooner the money in gold and Silver in the trunk and 2 Kegs mentioned in the so called Manifest -

Paping now to treat about the Passengers, and of the landing of their baggage I must observe to Your Excellency that the so called Manifest is not deserving of any Credit whatever - in which they are described as passengers, therefore as there is no other more legal Manifest on board to prove the Contrary - neither is there any motive to refuse them that Character, as they are at liberty to pursue the destination they may desire and they declared that it was not convenient for them to remain in the Schooner "R. Brown" as (they say) they - by first became acquainted in the Port through the Search made on board of her that she was intended for the traffic in Slaves - it Cannot be refused them to land their baggage which they declared to be their own property - and which the Master of the Vessel, the person properly authorized, Confirmed by writing - Such baggage although {sealed

sealed in the Custom House - as they were on board in presence of the Officers of the same Custom House - and being considered the property of persons that were under the Portuguese Laws before the Schooner had been seized out of this Port - it was impossible for the Collector of the Custom House at Porto Praya to deliver them to any body who should not prove to be the legal Right Owner - declaring before the Portuguese Courts it to be the alleged property of the passengers and the declaration of the Master.

I am sure that in a Nation so well Constituted as is the U States the Fiscal Authorities would in such cases have an equal Right to such proceeding which I cannot help approving, notwithstanding the vehement wishes that incline me to accede to everything with Your Excellency as I know the purity of your intentions and good Faith - But the passengers have already required of me the delivery of the aforesaid baggage and I cannot refuse it to them - Although I am persuaded that Your Excellency has knowledge of the object which compose it - having received information from the Officers in whose presence they were examined on board - and consisting of Clothes and Money which the passengers and Master of the Schooner say to be their own, and the master confirming the assertion, the contrary cannot be proved - I wish therefore that a

a new examination in the same articles may be passed tomorrow the 8th Current at 10 O'Clock A. M, in the Custom House of this port at which the said Officers may assist to be certain that the said Articles are in the same order that they were left in on board so that immediate delivery may be made of these Articles which undoubtedly belong to the passengers and only continue to be Retained in the Custom House until my new decision - those objects might be objects of contestation, in which the Clothes and Money would not be included in view of the written declaration made by the Master of the Schooner, which agrees with the Portuguese Laws, in legality - The remaining Articles after the said delivery, will be sent on board the Packet P. Brown, or will yet be detained in the Customs House, or delivered subsequently to the same passengers according to the result of the investigation which I intend to institute concerning them, for not presenting the right of Property enjoined very expressly by the Constitution of my County and which I am strictly directed to protect.

Regretting that the stringent observances imposed do not permit me to agree as fully as I wished to what Your Excellency requires in the letter which I now answer I improve however the opportunity to request Your Excellency to accept the marks of my distinguished consideration with which I have the Honor to be

Your

Y. Yr. Ob.t.
Most Attentive Reverenar
and Servant
(Signed) Fortunato Joze Barreiros.
Brigadier Governor General.

Governor Quarters
At Porto Praya.
Feby. 7th 1853.

To
The most Illustrious & most Excellent Sir
E. A. F. Cavalletto
Commander in Chief of the
U. S. Naval Forces
On the Coast of Africa.

(Copy)

348

Maj. Ship Germantown
Porto Praya
February 8th 1853.

Sir,

As soon as the Prize Schooner "Rachel F. Brown" under your Command, is in all respects ready for sea, You will proceed with her to the United States, entering the Port of Norfolk Va. or in the event of any unforeseen Circumstances you are at Liberty to enter the Port of Charleston or Savannah.

Reporting immediately on your arrival there, to the Navy Department transferring the Prize Crew placed on board said Schooner to the U. S. Receiving Vessel at that Naval Station, and delivering the Master Mate, Crew, and the Schooner (together with all the Documents &c. in Your possession, having bearing on the Case,) to the Custody of the proper Authorities appointed to take Cognizance of such matters, in that district.

Wishing You a speedy Passage, and a safe return to Your family, I remain,

Respectfully
Your Obt. Servt.
(Signed) E. A. F. Cavalletto.
Commander in Chief
U. S. Naval Forces
On West Coast of Africa

Lieutenant
Geo. S. Sinclair
Comdg Prize Schooner
"Rachel F. Brown"
Port. Praya.

No 65

Honorable
John P. Kennedy.
Secretary of the Navy.
Washington D.C.

Flag Ship "Germantown"
Porto Praya.
February 3d 1853

Sir,

Having learned through
private sources, that it is the intention of the
Department to relieve this Ship by the Frigate
"Constitution," - and that Commodore Hayes was
expected to sail from the U. States in the course
of December, I am now awaiting his arrival
at this Port.

Agreably to my instructions,
I have kept the Department advised of my
movements, making and reporting everything
that came within my observation, which was
deemed of sufficient importance for it, to
know.

The Vessels of the Squadron have
been actively employed in cruizing -- their
operations have necessarily been extended as
far South as St. Paul de Loando - as well for
the protection of our Commerce, as for the
suppression of the Slave Trade -- protection
has been given to our Citizens engaged in their
lawful Commerce - and aid has been rendered
to the Emigrants and others, settled in Liberia -

The rights of our Government
have been supported - wherever those rights have
been usurped or invaded, - the Vessels of my
Squadron have been successfully manoeuvred
in evolutions of sailing, in the various Orders
of Battle &c, - the discipline of the Officers
and Crews of the Ships has been well

preserved

presented — and I think that upon inspection, the different Vessels of this Squadron will be found on their return to the United States, in all respects, efficient Vessels of war.

In Conclusion, I trust, that in the performance of the duties, assigned me, I have always met the full approbation of the Department.

I have the honor to be
Sir, Very Respectfully
Your Obdt. Servt.
[signature]
Commander in Chief
U.S. Naval Forces
On West Coast of Africa

Dec Dec. 6. 1853.

Sec. U. March 31st 1854

No 83. Memorandum May 31st Germantown
Secretary of the Navy Date March 30th 1854
Washington, D.C.

Sir, I have the
honor to report to you the arrival at this Port
of the U.S. Ship "Germantown" after a passage
of Forty nine days from Port Praya. The order
directing me to return to the U.S. Store ship "Relief"
by the "Dale" I received in the U.S. Ship "Marion"
on the 22nd February ult. and in compliance therewith
sailed in company with the "Dale" on the 1st instant.
The two Ships having proceeded
together until the 15th inst. when a separation was
caused in consequence of a Gale coming on suddenly
towards night. the "Dale" therefore may be looked
for daily.

I have the honor to be
Sir, Very respectfully
Your Obt. Servt.
C. Stewart
Commander in Chief
U.S. African Squadron

Lieut Thos. Moore

Navy Apl 1st 53—

1853

Hay Hf Connecticut
Boston March 30th 1853.

Honorable
Secretary of the Navy
Washington DC.

Sir, I take this occasion, to request the appointment to the Command of the Navy Yard at Philadelphia on the expiration of the term of service of Commodore G C Read at that Station.

I have the honor to be
Sir, very respectfully
Your Obdt Servt
C. K. Garrison
Commander in Chief
U.S. Pacific Squadron

Lt Apl Thoor

Rome, April 1st 30 —

L'Abbé Hayneuve